Top Secret

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DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Report

Developments Relating to the Chinese Railroad System

25X1

[redacted]

Declass Review by
NIMA/DOD

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DATE DECEMBER 1967
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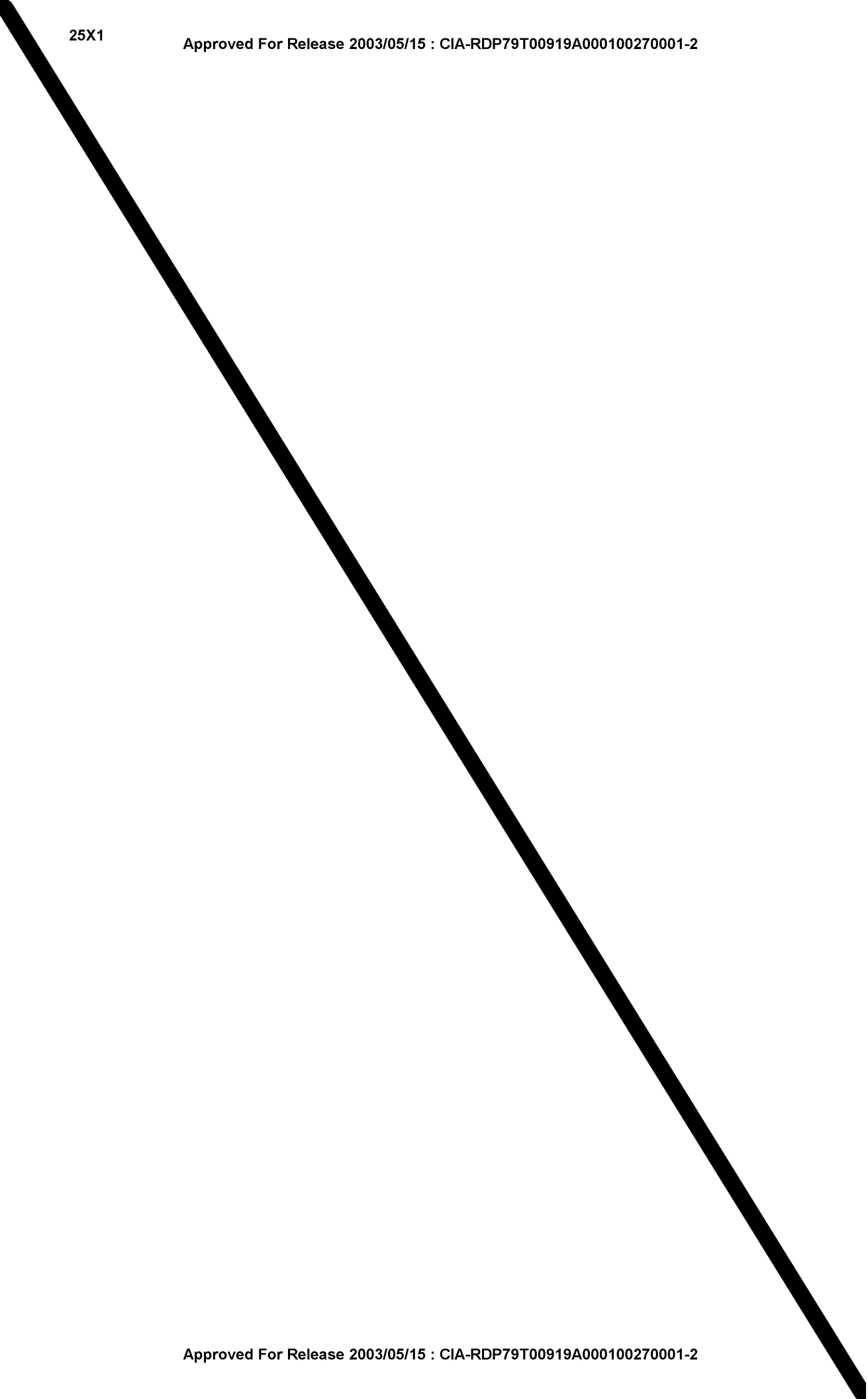


December 1967

IMAGERY ANALYSIS SERVICE

DEVELOPMENTS RELATING TO THE CHINESE RAILROAD SYSTEM

SUMMARY

Rail associated activity observed on photography during the [redacted] reporting period indicates widely dispersed continued rail and economic developments despite reported disruptions caused by natural disasters and the cultural revolution.

New rail spurs have been built in Kirin, Hunan, and Yunnan Provinces, and existing ones have been extended in Hopeh, Hunan, and Kiangsi Provinces. In addition, construction on the Peiping subway is continuing.

An examination of the USSR border crossings at Erh-lien and Man-chou-li and the North Vietnam border crossing at Ping-hsiang has revealed varying levels of activity. The levels of activity at the Sino-Soviet crossings remain relatively low in relationship to their total capacities. Significant but declining levels of rail-to-rail transloading activity continue at the Sino-North Vietnam border crossing.

No significant changes were observed in the overall traffic levels at selected railyards along the Cheng-chou to Ping-hsiang Rail Line early in the reporting period. Lower levels were noted on the Wu-han to Heng-yang segment of that line late in the perioc; however, the significance of these lower levels is not clear since photo coverage was lacking over the remainder of the line during that time.

Major rail-served construction activity is noted in Szechwan Province and Ningsia Hui Autonomous Region, reflecting new economic developments. Rail construction activity is also noted in the transportation centers of Wu-han, Chu-chou, Heng-yang, Kuei-yang, and possibly Shang-hai.

IMAGERY ANALYSIS SERVICE

INTRODUCTION

This report summarizes significant activity relating to the Chinese Railroad System, based on analysis of overhead photographic coverage of China for the [redacted] period indicated on the cover.

The purposes of the report are:

1) to highlight significant items of rail associated activity derived from comparative analysis of photography to indicate areas under development, and to identify new activity; and

2) to present a continuing assessment of critical rail line segments and rail yards as traffic count studies, including data derived from all previous studies which serve as a comparison to indicate the general level of activity.

Photographic coverage of China during the reporting period is shown on Figure 1. This photo coverage map indicates all areas covered by photography, regardless of the limitations of cloud cover and image quality. New developments derived from photographic coverage during following four month reporting periods will be presented in succeeding reports.

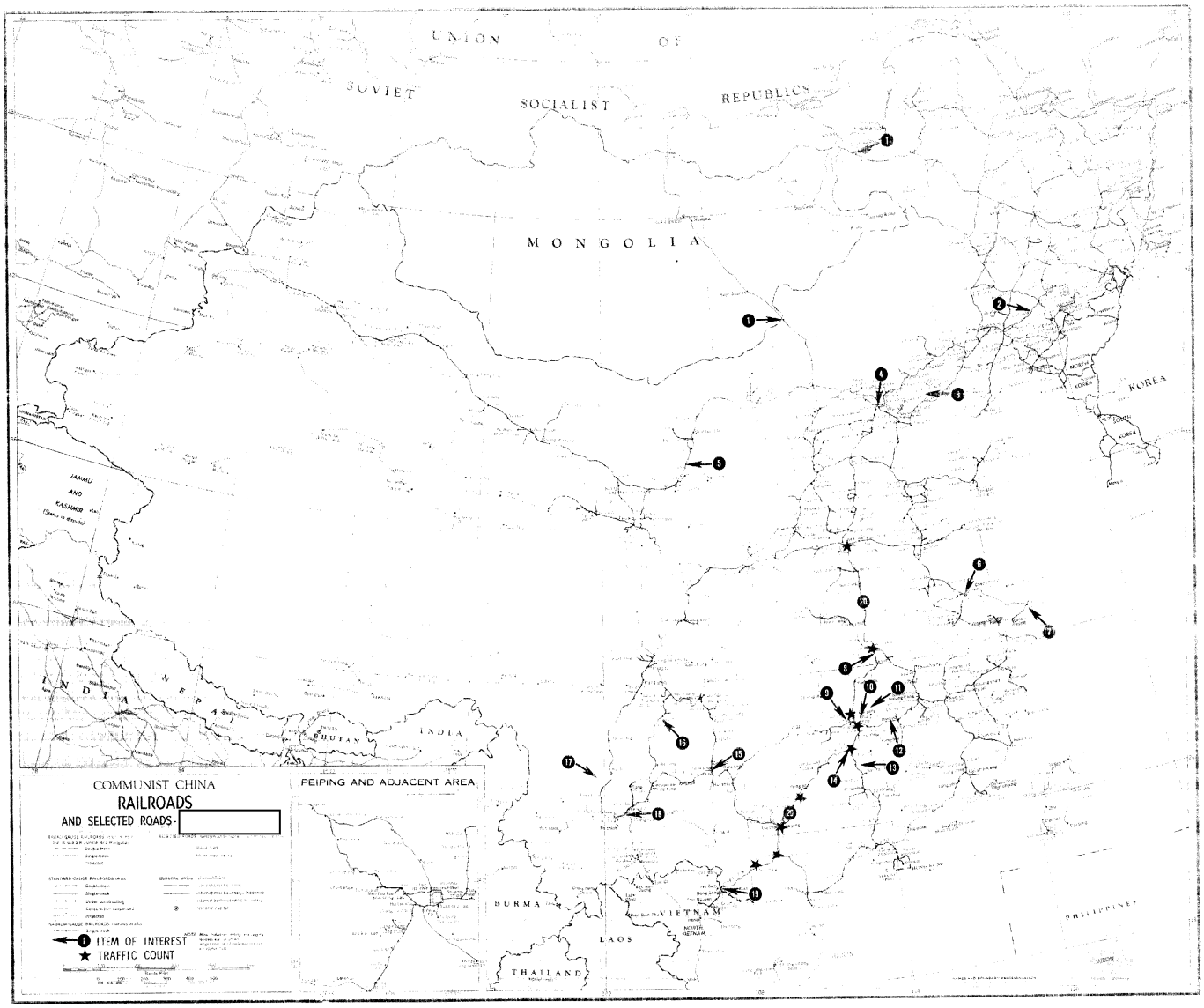
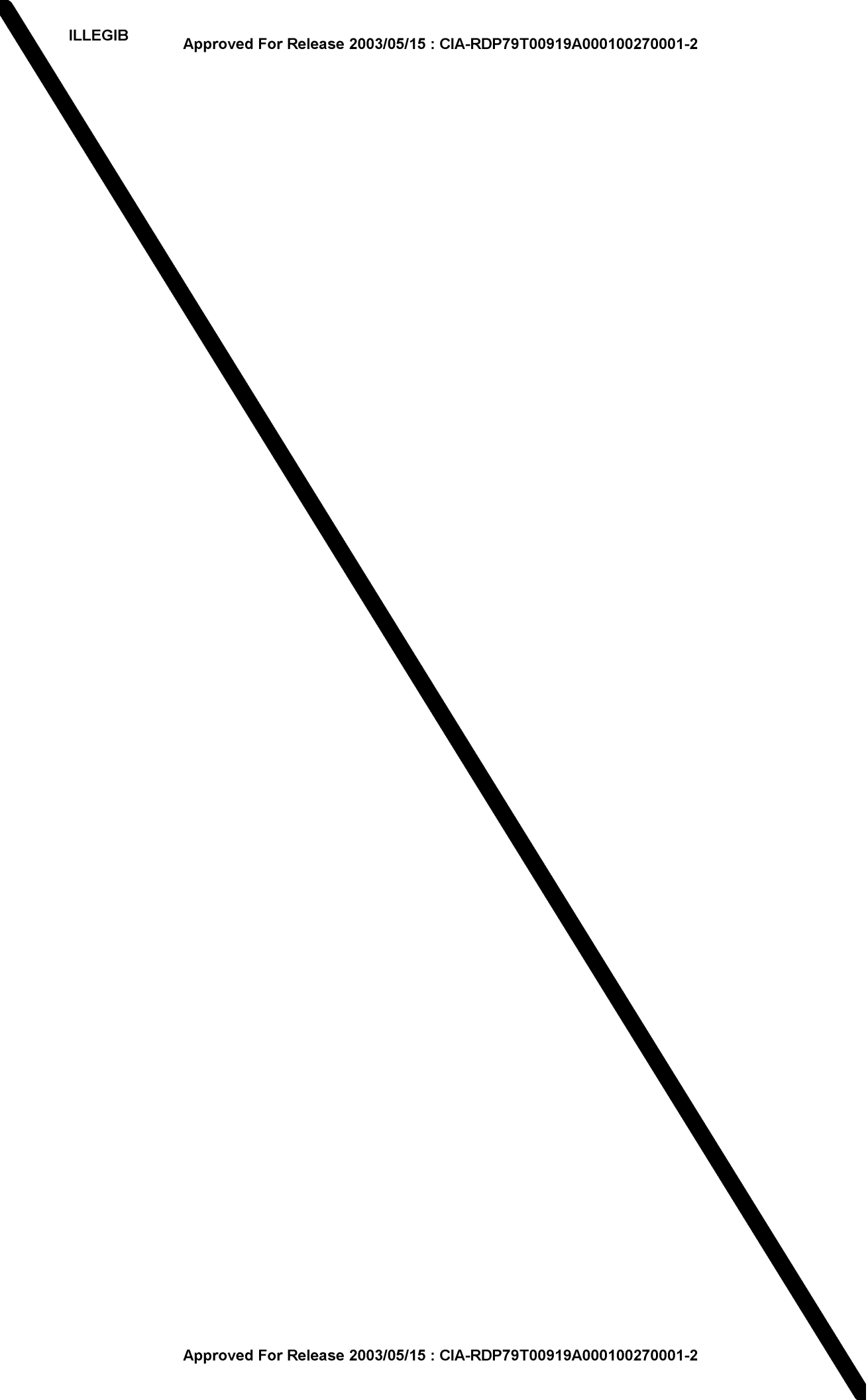


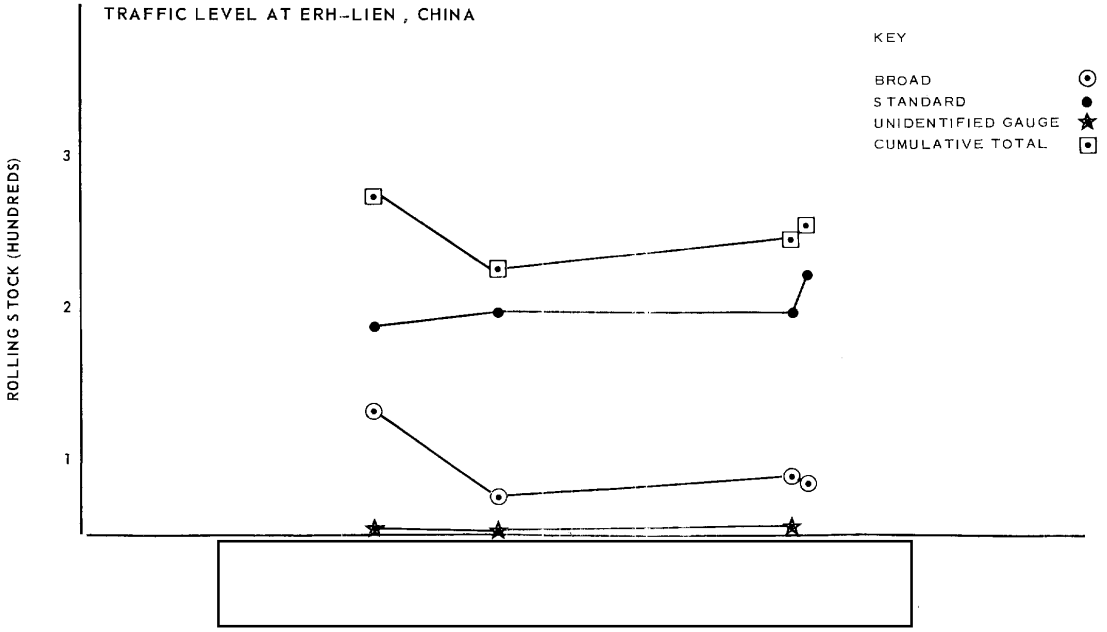
FIGURE 2. ITEM OF INTEREST LOCATOR MAP

ITEMS OF INTEREST

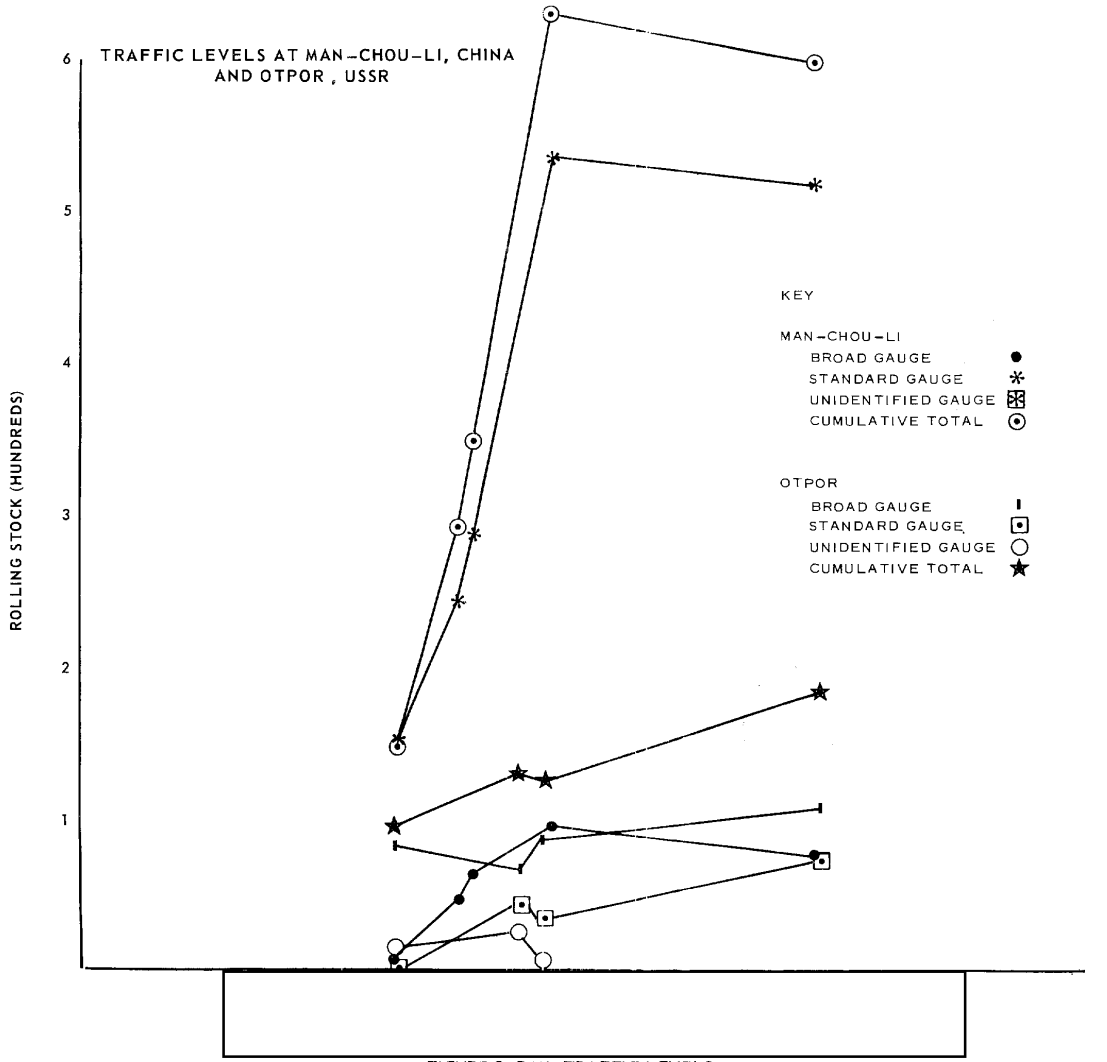
The following items of imagery-derived intelligence presented in this report are numbered and annotated on the accompanying China railroad map (Figure 2). These are discussed in the text as indicated below.



IMAGERY ANALYSIS SERVICE



25X1



25X1

FIGURE 3. RAIL TRAFFIC LEVELS

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 2

SUBJECT : New Rail Spur and Associated Unidentified Activity

LOCATION : Near Pei-shan-ch'eng-chen, Kirin Province, 42-24N 125-36E

25X1

MAP REFERENCE : AMS - Sheet NK 51-6, Series 1542, Scale 1:250,000
2nd Edition, June 1964. (Unclassified)

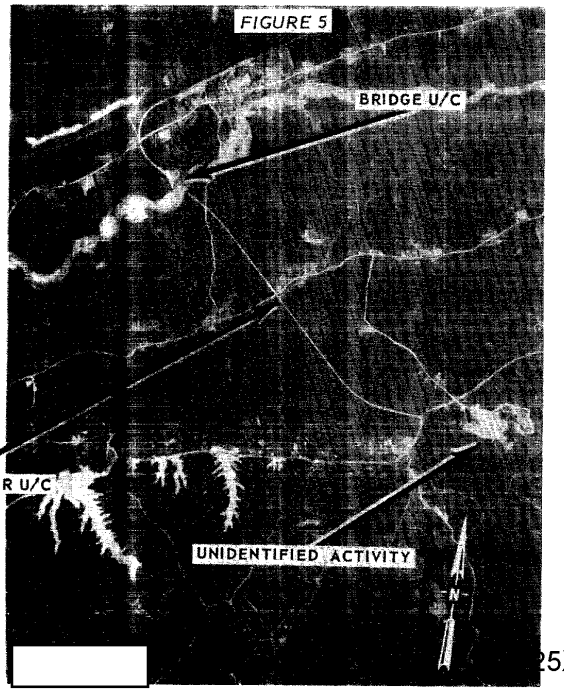
An area of unidentified activity, including several small probable storage sheds, an area of workers' housing and extensive ground scarring, is located at 42-24N 125-36E, 5.5 nm northeast of Pei-shan-ch'eng-chen (42-21N 125-25E) in Kirin Province. This activity is situated at the end of a rail spur in the middle stage of construction which extends 3.5 nm east of the Mukden/La-Fa Rail Line (Figures 5 and 6).

25X1 Initial roadbed construction along the alignment of the rail spur was identified on photography (Figure 4). At that time there was no sign of the previously described unidentified activity.

There are no important military or industrial facilities in the immediate vicinity of this area.

FIGURE 4

FIGURE 5



25X1 25X1

IMAGERY ANALYSIS SERVICE

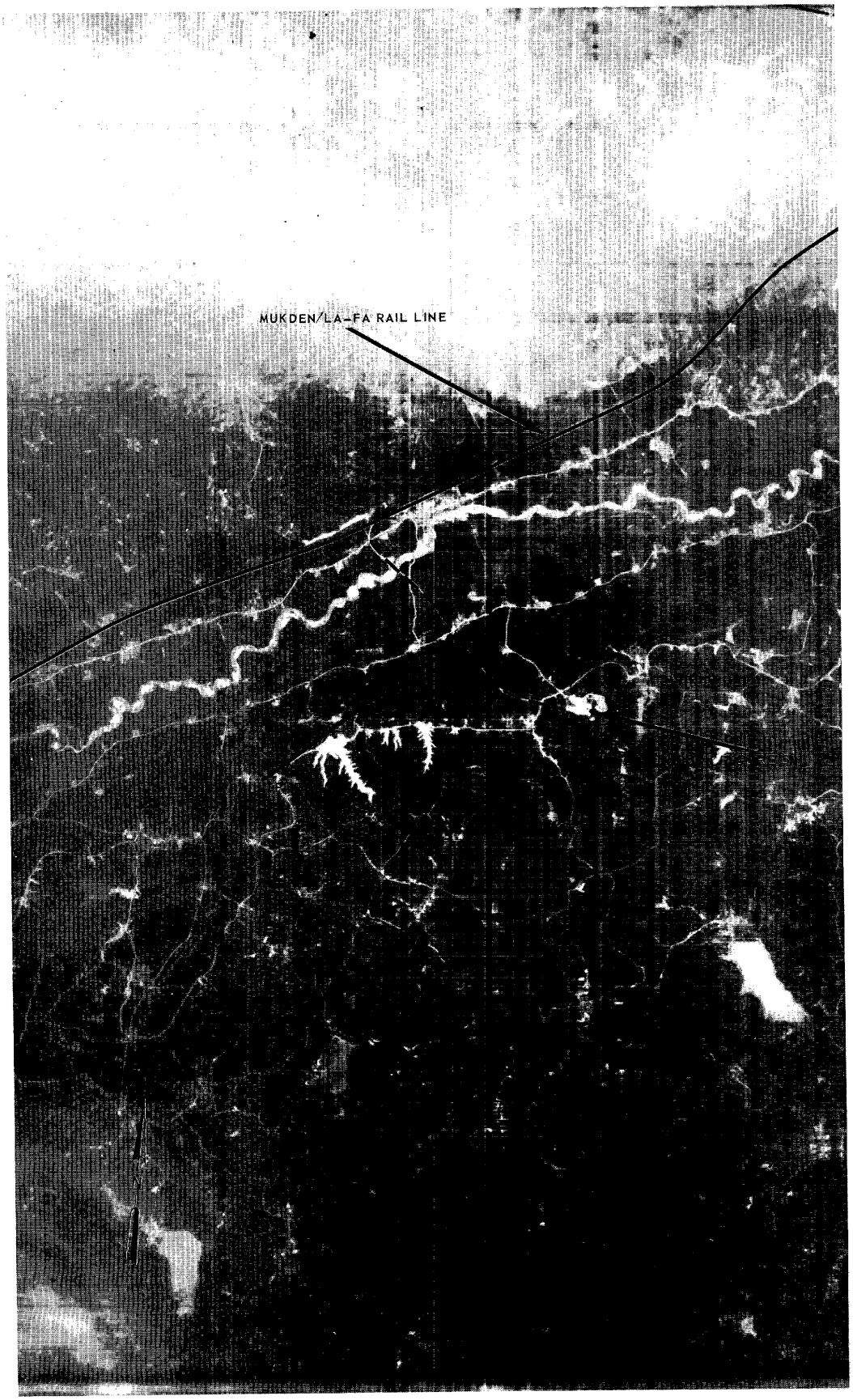


FIGURE 6. RAIL SPUR UNDER CONSTRUCTION, 25X1

IMAGERY ANALYSIS SERVICE

AREA OF INTEREST NO. : 3

SUBJECT : Industrial Rail Spur Extension

LOCATION : Luan Ho (River), Hopeh Province, 40-07N 118-34E

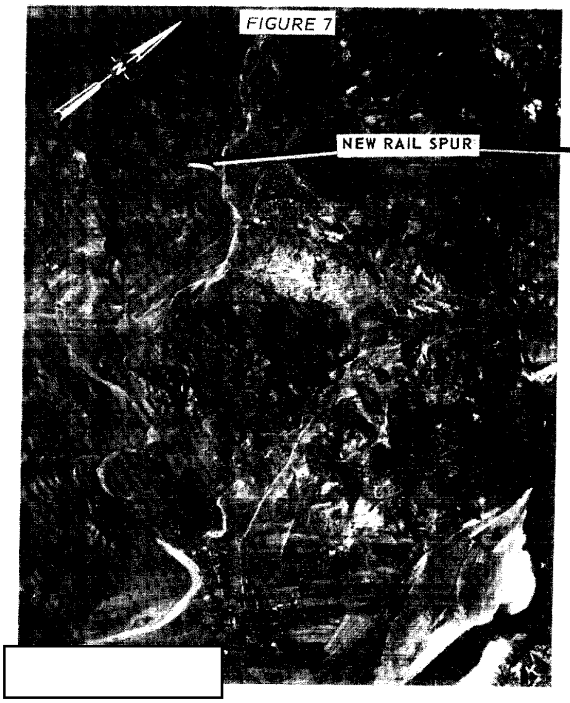
25X1

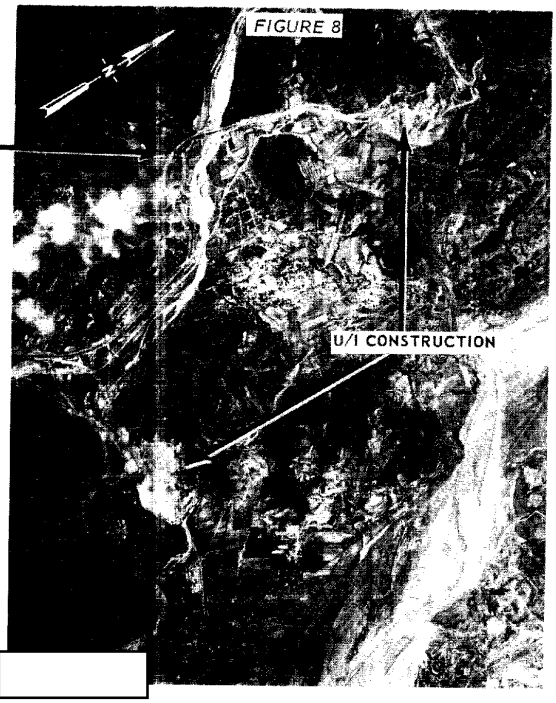
MAP REFERENCE : ACIC - US Air Target Chart, Series 200, Sheet 0289-23A, Scale 1:200,000, 1st Edition, June 1959, (Secret)

The industrial spur leading from the Peiping/Mukden Rail Line at Pao-chia-chuang-tzu (39-44N 118-30E) to the ore concentration plant at Che-yuan-chai (39-59N 118-33E) is being extended farther north (Figure 9). The new rail construction extends 12.5 nm north to two areas of unidentified construction activity near the Luan Ho (River) at 40-07N 118-33E and 40-07N 118-35E (Figures 7 and 8).

The early stage of construction precludes the identification of this new activity; however, abandoned roadbed construction leading from the existing spur south of the Che-yuan-chai facility indicates that this extension had been proposed prior

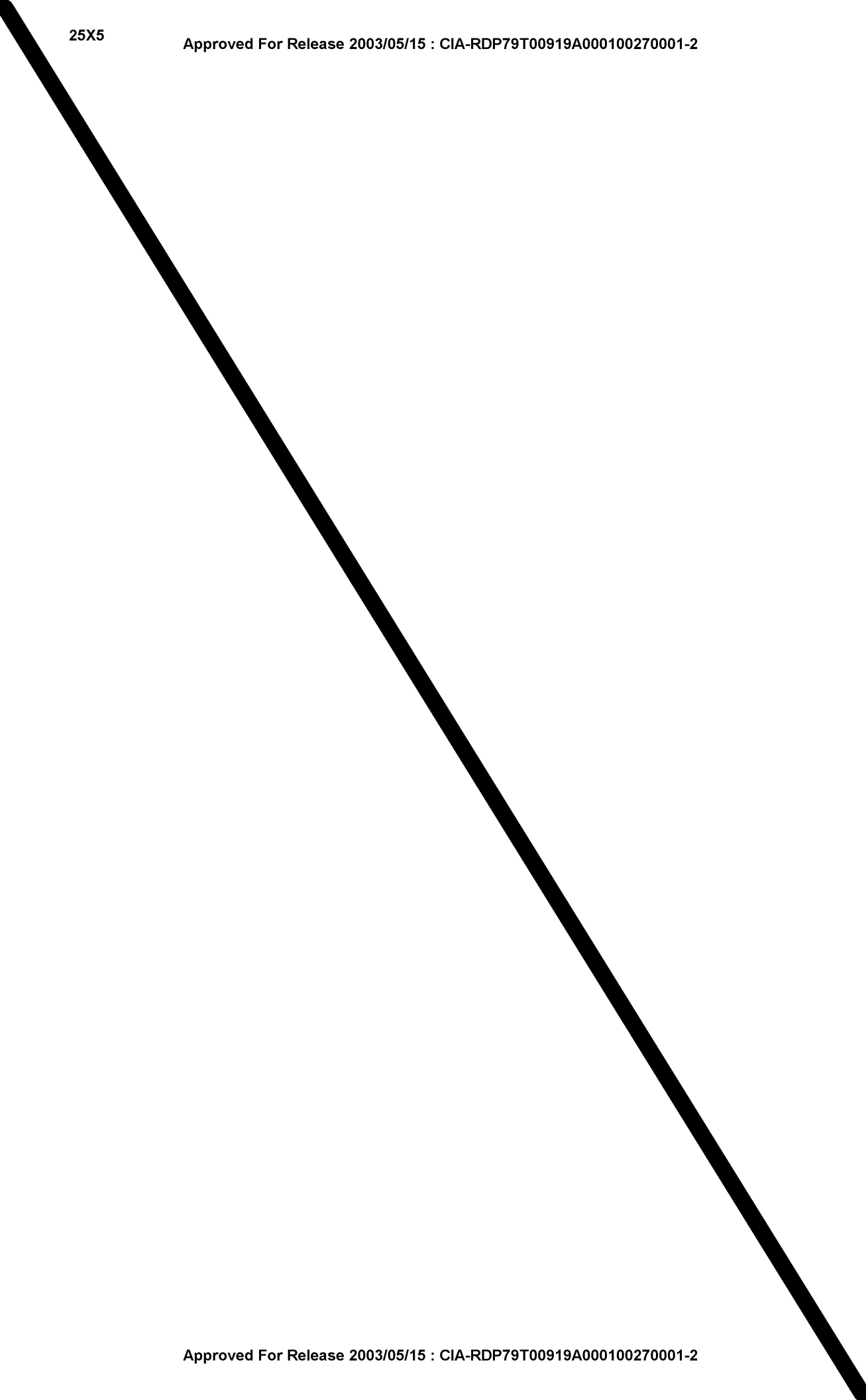
25X1





25X1

25X1



IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO. : 4

SUBJECT : Subway Under Construction

LOCATION : Peiping, Pei-ching Shih, 39-55-05N 116-23-31E

MAP REFERENCE : ACIC - USAF Pilotage Chart, Sheet G-10A, Scale 1:500,000, 1st Edition, April 1964, (Confidential)

Construction continues on the Peiping subway leading 12 nm west from the Central Railroad Station (39-54N 116-25E) parallel to the old city wall/moat and Fu-hsing Lu (Street) to the Hsian Shan mountains at 39-56N 116-10E (Figure 12). With the exception of [redacted] at the extreme western end of the subway, the bulk of the line has been excavated.

The subway has been under construction since [redacted] and has progressed to where the linear excavations are now being refilled and resurfaced. The old city wall/moat along the eastern half has been razed, resulting in approximately 15,000 by 500 feet of reclaimed land. Subway station type structures remain exposed at approximately 4,000 foot intervals along the western half of the alignment (Figure 10).

The subway, which could serve as a bomb shelter as well as a transportation system, connects with existing surface rail systems immediately south of the Central Railroad Station and 1.3 nm northeast of Shih-ching-shan at 39-55N 116-11E (Figure 11).

[redacted]

IMAGERY ANALYSIS SERVICE

25X1

FIGURE 12. SUBWAY UNDER CONSTRUCTION,

25X1

ITEM OF INTEREST NO. : 5

SUBJECT : Rail and Industrial Construction

25X1 LOCATION : Yin-chuan, Ningsia Hui Autonomous Region, 38-27N 106-16E

[redacted]

MAP REFERENCE : ACIC - Series ONC, Sheet G-9, Scale 1:1,000,000, 2nd Edition, September 1964, (Unclassified)

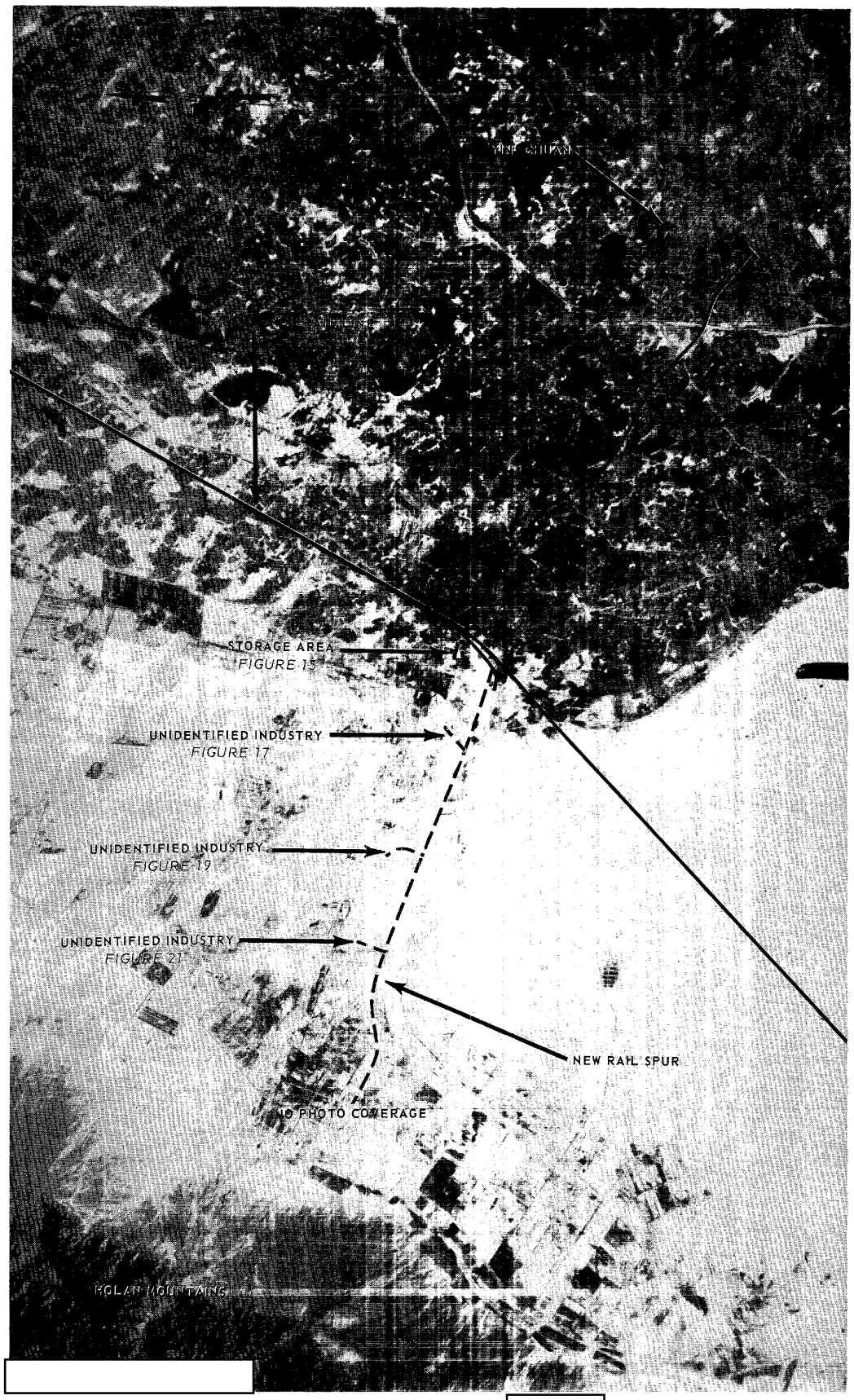
DOCUMENT : Translations from Ta Kung Pao, Peiping (22 June 1961), Communist China, No. 13, (Unclassified)

Yin-chuan, the capital of the Ningsia Hui Autonomous Region, continues to experience a period of large-scale construction activity that started in 25X1 [redacted] This new construction activity, involved primarily in the fields of transportation and industry, indicates the continued implementation of an area economic development program.

Yin-chuan (38-27N 106-16E) is located 12 nm west of the Yellow River (Huang Ho), approximately midway between Pao-tou (40-37N 109-54E) and Lan-chou (36-04N 103-45E) on the Chi-ning/Lan-chou Rail Line. Plans for this area's economic development were formulated following the completion of the rail line 25X1 [redacted] A 1959 survey proposed a new 80 square kilometer industrial/residential complex to be constructed adjacent to and immediately west of the rail line. This new complex, referred to as Ning Hsia, is approximately seven nm northwest of Yin-chuan.

Early implementation of the proposed program concentrated on developments in agriculture with irrigation and water storage/purification projects. Developments in education included the founding of an agricultural, medical, and teachers' college as well as various research institutes.

25X1 [redacted] the major areas under construction have been associated with a new rail spur that leads off an existing spur serving the POL storage area south of the rail yard (Figure 13). This new spur, whose alignment leads west-northwest for an undetermined distance (due to the lack of photo coverage) toward the mineral-rich Holan Mountains, is completed for approximately four nm. Three side spurs leading off this new spur serve: an unidentified light mechanical processing industry under construction (Figures 16 and 17); an unidentified industry under construction (Figure 18 and 19) and an adjacent unidentified chemical processing industry under construction; and an unidentified industry under construction (Figures 20 and 21). A new rail spur has also been constructed from the main line to two near-by storage areas (Figures 14 and 15).

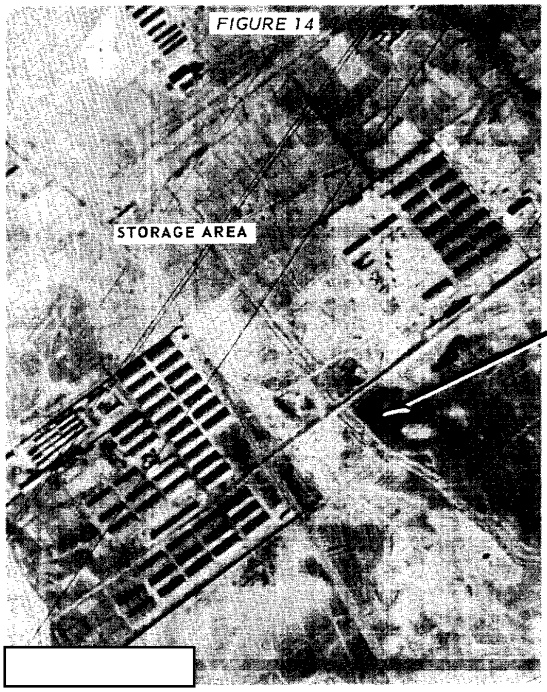


25X1

FIGURE 13. NEW RAIL SPURS,

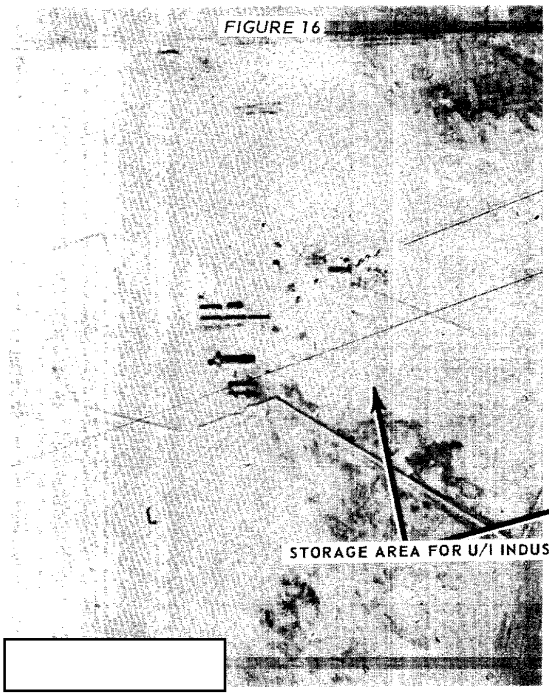
25X1

FIGURE 14



25X1

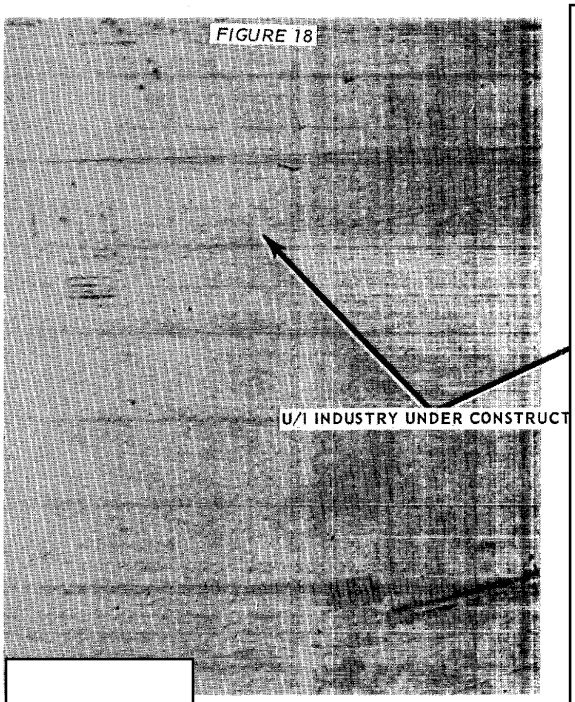
FIGURE 16



25X1

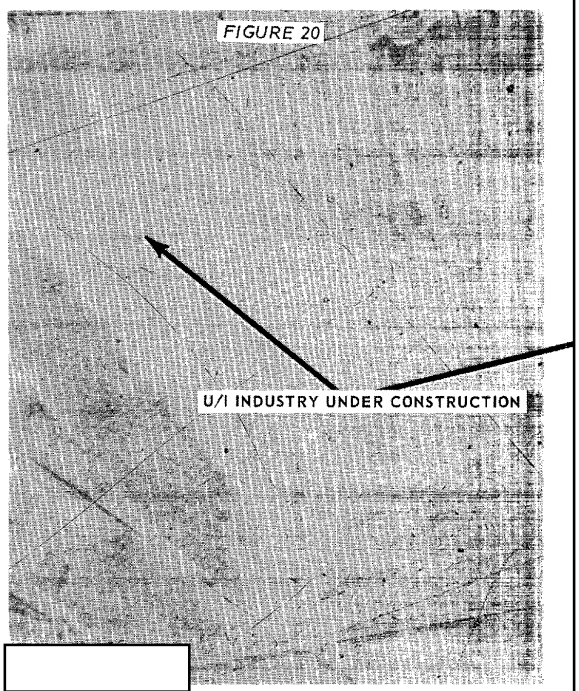
25X1

FIGURE 18



25X1

FIGURE 20



25X1

ITEM OF INTEREST NO.: 6

SUBJECT : Rail and Highway Bridge Under Construction

LOCATION : Nan-ching, Kiangsu Province, 32-06-40N 118-44-10E

[redacted]

MAP REFERENCE : ACIC - Series ONC, Sheet G-10, Scale 1:1,000,000, 8th Edition, December 196[illegible], (Unclassified)
DIA - Town Plan, No. 88502.1, Nanking, Scale 1:25,000, November 196[illegible], Secret)

Comparative photography has disclosed an accelerated rate of construction on the combination rail and highway bridge connecting Pu-chen (32-09N 118-41E) and Nan-ching (32-03N 118-46E) over the Yangtze River (Chang Chiang).

Construction of this approximately 20,000-foot (4,000 feet over water) bridge, which will be the longest in China, started in [redacted] and was scheduled to be completed [redacted] Work was temporarily halted [redacted] and resumed [redacted] Construction continued at a slow rate from [redacted] (Figures 22 and 23) and increased in [redacted] attempting to meet the reported new completion date of [redacted] (Figures 24 and 25).

[redacted] the 5.8 nm water gap had been spanned by large double-deck rail and highway spans, each approximately 450 feet long. On the Pu-chen side, 24 spans are in place on the 1.9 nm highway approach, and the 3.4 nm rail approach is completed to the Pu-chen/Tientsin Rail Line (32-08N 118-40E). On the Nan-ching side, 14 spans are in place on the 1.6 nm highway approach that will probably extend to the Chung-shan-pei-lu (Street), and the 1.7 nm rail approach is under construction to the Shanghai/Nan-ching Rail Line (32-05N 118-46E).

When completed, the bridge will eliminate the major bottleneck on this important rail link connecting the port city of Shanghai and the industrialized North China Plain.

17

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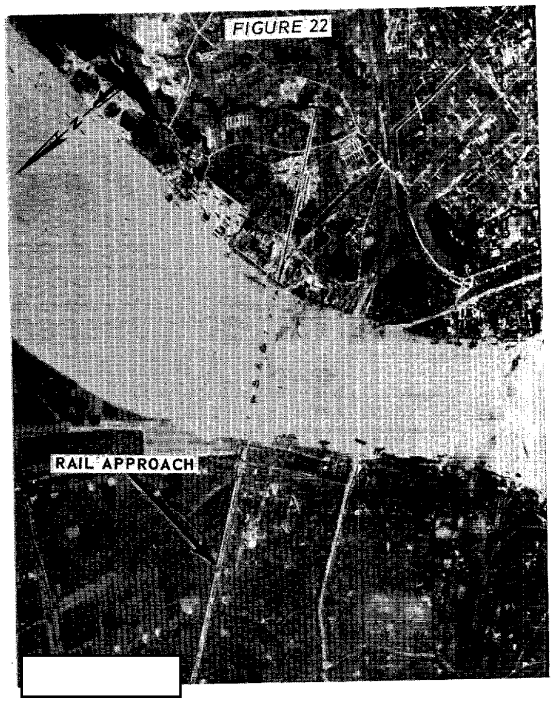
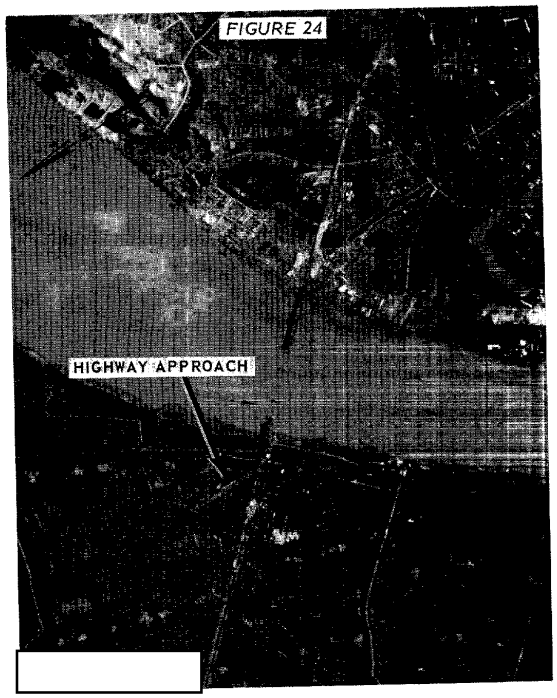


25X1 25X1

NAN-CHING RAIL AND HIGHWAY BRIDGE



25X1 25X1

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Approved For Release 2003/05/15 : CIA-RDP79T00919A000100270001-2

ITEM OF INTEREST NO. : 8

SUBJECT : Rail Yards and Facilities Under Construction

25X1

LOCATION : Wu-han, Hupeh Province, 30-34-5[illegible]N 114-18-58E

[redacted]

MAP REFERENCE : ACIC - USAF Pilotage Chart, Sheet H 12-A, Scale 1:500,000, 1st Edition, January 196[illegible], (Unclassified)

Active construction continues on the new rail yards and rail facilities immediately south of Wu-han (30-34N 114-18E). This area of rail construction is approximately 8,000 feet long and parallels the Wu-han/Canton Rail Line (Figure 31). The major components now under construction are: a probable 15-track classification yard at 30-29N 115-17E (Figures 32 and 33), and a probable six-track holding yard with associated turning wye and probable rail associated facility at 30-28N 115-17E (Figures 34 and 35).

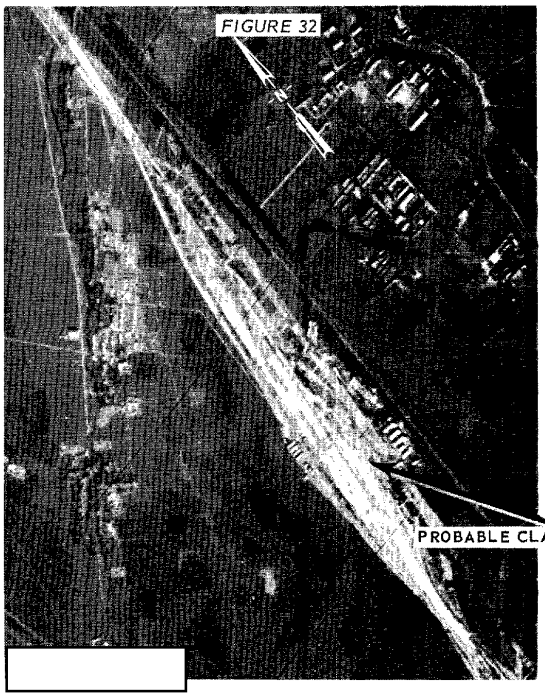
25X1

This construction, first observed in preliminary stages [redacted] and subsequently 25X1
25X1 abandoned, commenced again [redacted] and progressed rapidly between [redacted] 25X1
[redacted] Construction continued [redacted] but at a slower rate 25X1
than during the first six months of the year. Approximately 90 per cent of the track
25X1 had been laid in the yards [redacted] When complete, the rail yards and facilities will serve the important industrial complex of Wu-han as well as the main rail lines leading south to Canton and North Vietnam.

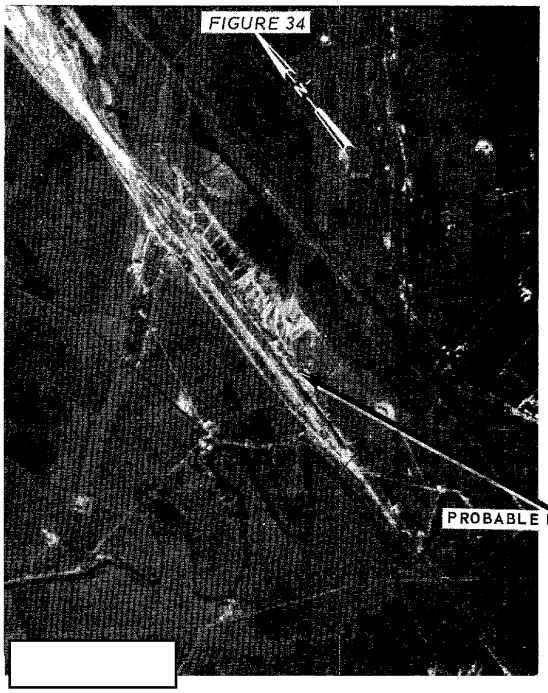
[redacted]

25X1

25X1 [redacted]



25X1



25X1

ITEM OF INTEREST NO.: 9

SUBJECT : New Rail Spur and Unidentified Complex

LOCATION : Near Hsiang-hsiang, Hunan Prov nce, 27-56N 112-31E

25X1

MAP REFERENCE : AMS - Sheet NG 49-4, Series L5 0, Scale 1:250,000
1st Edition, February 19 3, (Unclassified)

A new rail spur has been constructed from the Ti n-hsin/Chin-chu-shan Rail Line at 27-47N 112-38E, two nm west of the Hsiang-hs ang Ammunitions and Explosives Plant 282 (27-50N 112-39E). This new spu , constructed between 25X1 extends 10 nm northwe t to a new unidentified complex under construction at 27-56N 112-31E, 11.5 m north of Hsiang-hsiang (27-44N 112-30E) (Figure 37).

The unidentified complex is secured and consists of three main unidentified buildings in the mid-stage of construction and five c mpleted smaller support-type buildings (Figure 36). This complex is immediately a the end of the new rail spur which terminates in a five-track storage yard an an associated turning wye.

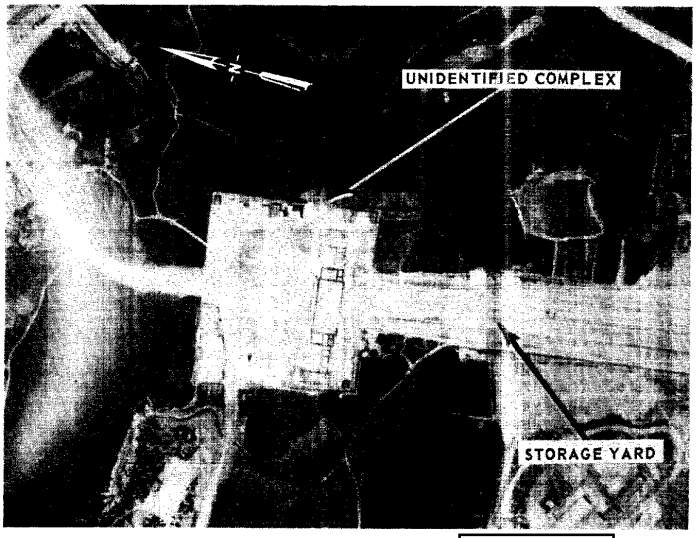


FIGURE 36. NEW RAIL SPUR TERMINUS,

25X1

FIGURE 37. NEW RAIL SPUR ALIGNMENT, 25X1

ITEM OF INTEREST NO.: 10

SUBJECT : Bridge Reconstruction and Track Realignment

LOCATION : Chu Chou, Hunan Province, 27-53N 113-06E

25X1

MAP REFERENCE : AMS - Sheet NF 49-4, Series L500, Scale 1:250,000
1st Edition, February 1963, (Unclassified)

Bridge reconstruction and track realignment activity is occuring near the junction of the Hankow/Canton and the Tien-hsin/Chin-chu-shan Rail Lines on the northern edge of Chu-chou (Figure 39). A temporary by-pass bridge has been constructed immediately south of a bridge located on the Hankow/Canton Rail Line at 27-53N 113-06E, while the latter bridge is being reconstructed. At the same time, the eastern terminus of the Tien-hsin/Chin-chu-shan Rail Line is being modified by the addition of two short rail segments which will allow the east-west traffic of the Tien-hsin/Chin-chu-shan Rail Line to directly merge with the north-south traffic of the Hankow/Canton Rail Line.

25X1 Construction of the by-pass and the additional rail segments was first noted on photography. the by-pass was serviceable 25X1
and in use, the main bridge was undergoing repairs (Figure 38), and roadbed construction of the two short rail segments was in the mid-to-late stages.

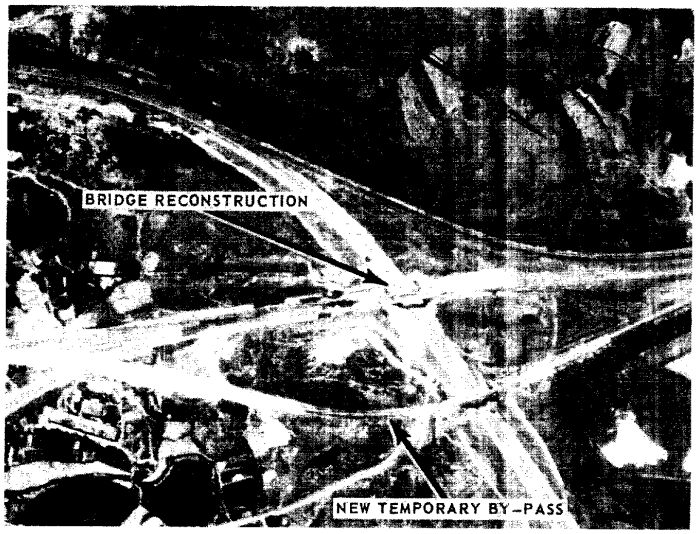


FIGURE 38. BRIDGE RECONSTRUCTION 25X1

IMAGERY ANALYSIS SERVICE

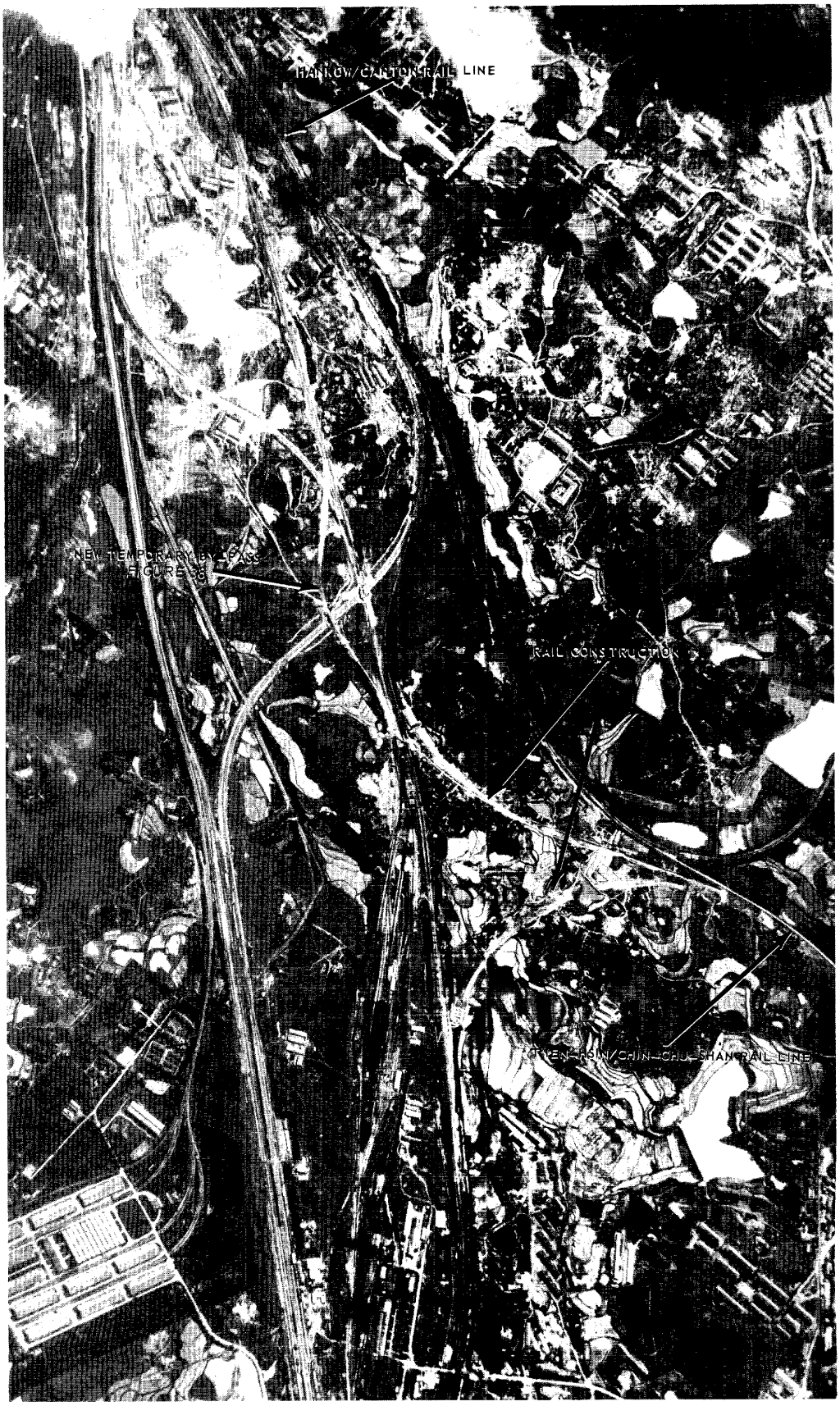


FIGURE 39. CHU CHOU TRACK ALIGNMENT, [redacted] 25X1

ITEM OF INTEREST NO.: 11

SUBJECT : New Industrial Rail Spur

LOCATION : Near Ku-chiang-shih, Hunan Province, 28-15N 113-51E

25X1 [redacted]

MAP REFERENCE : ACIC - Series ONC, Sheet H-12, Scale 1:1,000,000, 4th Edition, September 1966. (Unclassified)

An existing rail spur branching off the Shang-hai/Chu-chou Rail Line has been extended to a probable limestone quarry and an associated possible ore handling facility at 28-15N 113-51E, 6.5 nm east of Ku-chiang-shih (28-16N 113-44E) (Figure 40 and 41).

25X1 [redacted] the rail spur extended 15 nm north of its junction with the Shang-hai/Chu-chou Rail Line at 27-40N 113-29E. No quarry or associated facility was present at that date. 25X1 [redacted] the spur had been extended northward an additional 32.5 nm, 4.5 nm from the quarry and possible ore handling facility that were then present. 25X1 [redacted] the spur had been extended to the quarry and associated facility (Figure 42)

FIGURE 40

NEW RAIL SPUR

25X1 [redacted]

FIGURE 41

25X1 [redacted]

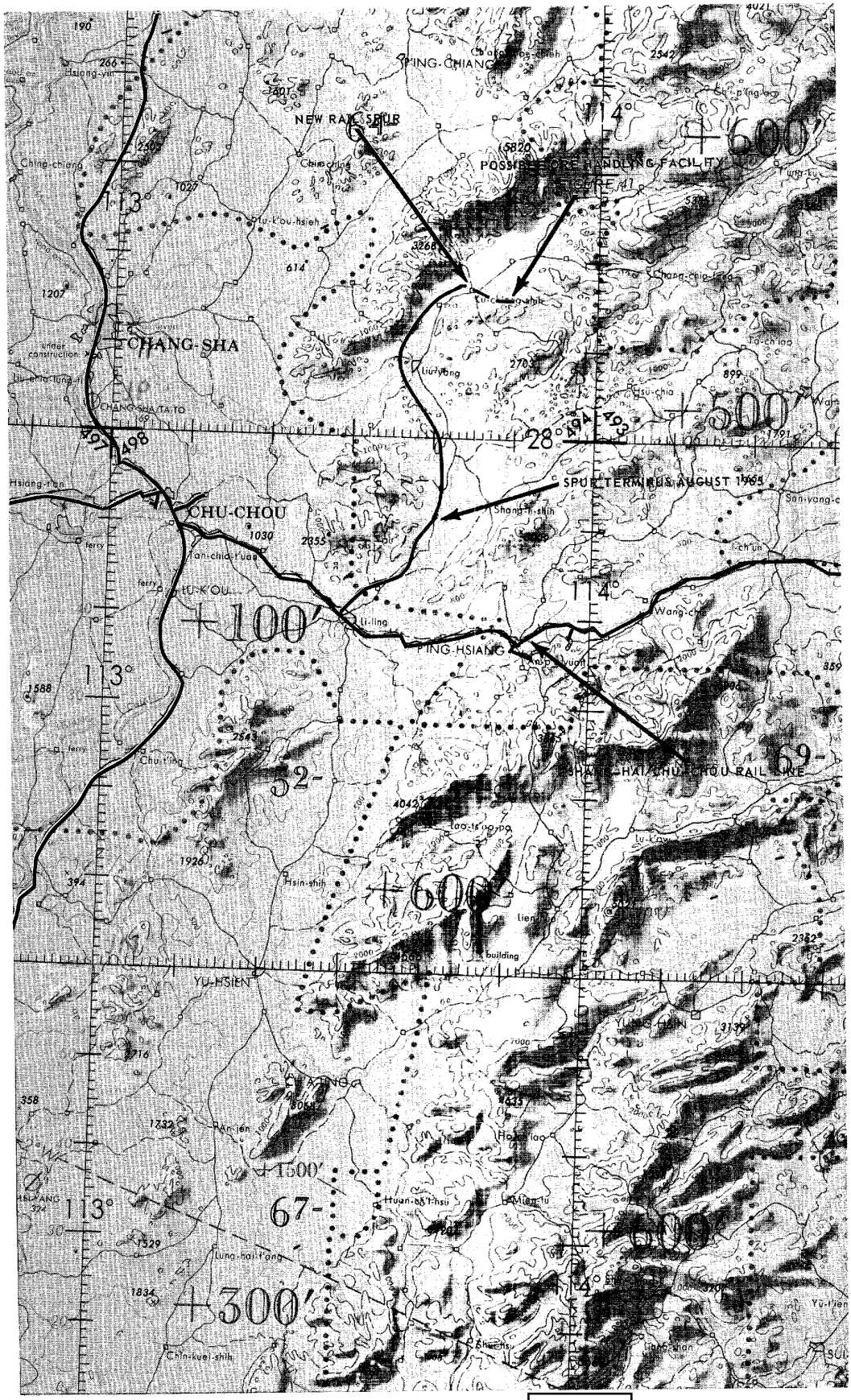


FIGURE 42. NEW RAIL SPUR ALIGNMENT, 25X1

ITEM OF INTEREST NO.: 12

SUBJECT : Rail and Unidentified Construction

LOCATION : Near Fen-i, Kiangsi Province, 27-46-30N 114-37-10E

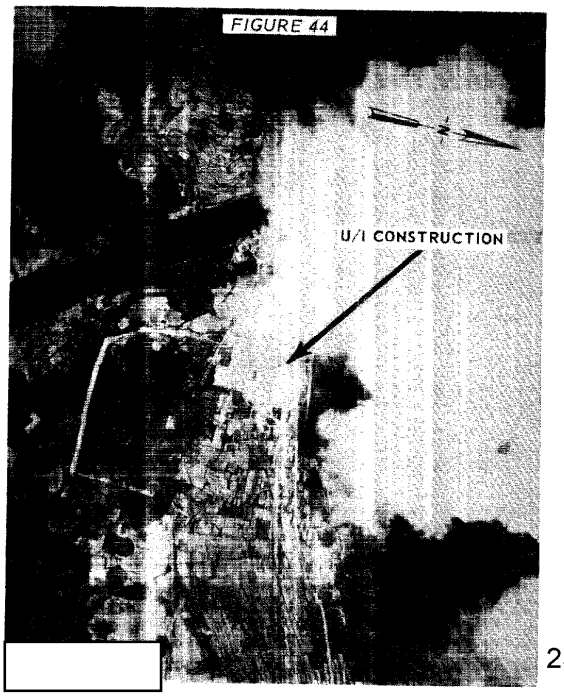
25X1

MAP REFERENCE : ACIC - US Air Target Chart, Series 200, Sheet 0498-2A, Scale 1:200,000, 1st Edition, November 1959, (Secret 25X1

An existing rail spur off the Te-chou/Yu-tzu Rail line has recently been extended 1.5 nm to an area of unidentified construction. This construction is located 18 nm west of Hsin-yu (27-47N 114-56E), where an iron and steel plant and petroleum products storage are located (Figure 45).

The rail spur leaves the Te-chou/Yu-tzu Rail line at 27-47N 114-40E and extends 2 nm to an area of extraction activity at 27-47N 114-44E. 25X1
25X1 the track has been extended to the area of unidentified construction adjacent to the Yuan Shui (River) at 27-46N 114-37E (Figure 44), and the extraction activity has been expanded (Figure 43). The unidentified construction consists of at least 22 buildings of various sizes in different stages of construction located within an area of extensive ground scarring. A new road extends from the area to a probable road-to-water transshipment point that is also under construction adjacent to the Yuan Shui.

25X1



25X1

25X1

FIGURE 45. NEW RAIL SPUR ALIGNMENT, 25X1

ITEM OF INTEREST NO.: 13

SUBJECT : Reactivated Rail Spurs to Mining Complex

LOCATION : South of Lei-yang, Hunan Province, 26-20N 112-50E

25X1

MAP REFERENCE : AMS - Sheet NG49-8, Series L500, Scale 1:250,000
1st Edition, February 196 , (Unclassified)

25X1 A mining complex located 4.5 nm south of Lei-yang (26-24N 112-50E) has become reactivated and a previously inactive associated rail spur and short rail line have been extended and put into use once more (Figure 47).

The reactivated rail spur originally ran 17 nm from the Hankow/Canton Rail Line at 26-22N 112-49E southeastward to the northern edge of the mining area. It has now been extended an additional 1.5 nm to 26-14N 112-55E (Figure 46).

The reactivated short rail line originally ran 2.5 nm from the bank of the Lei-shui (River) at 26-14N 112-56E south-southwestward into the mining area. A new spur now branches from this rail line and extends .8 nm to the southwest to 26-13N 112-56E.

There are no important industries in the vicinity of this complex; however, the Che-tien Barracks and Supply Depot South is located at the junction of the Hankow/Canton Rail Line and the reactivated and extended rail spur at 26-22N 112-48E.

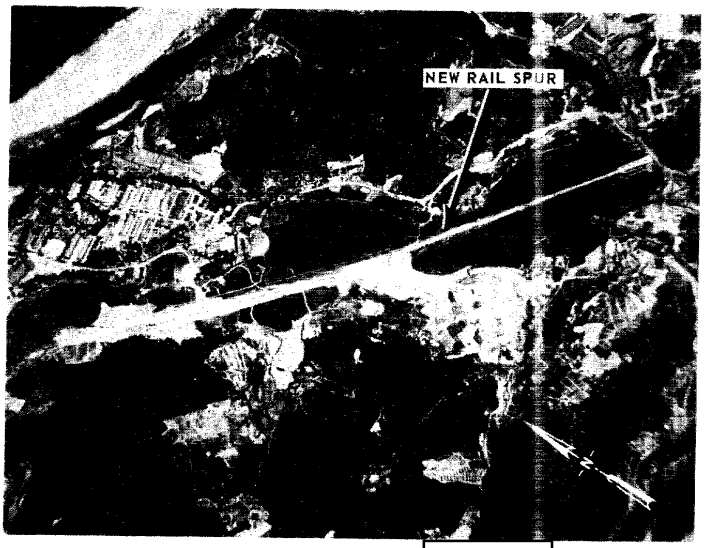


FIGURE 46. MINING ACTIVITY.

25X1

25X1

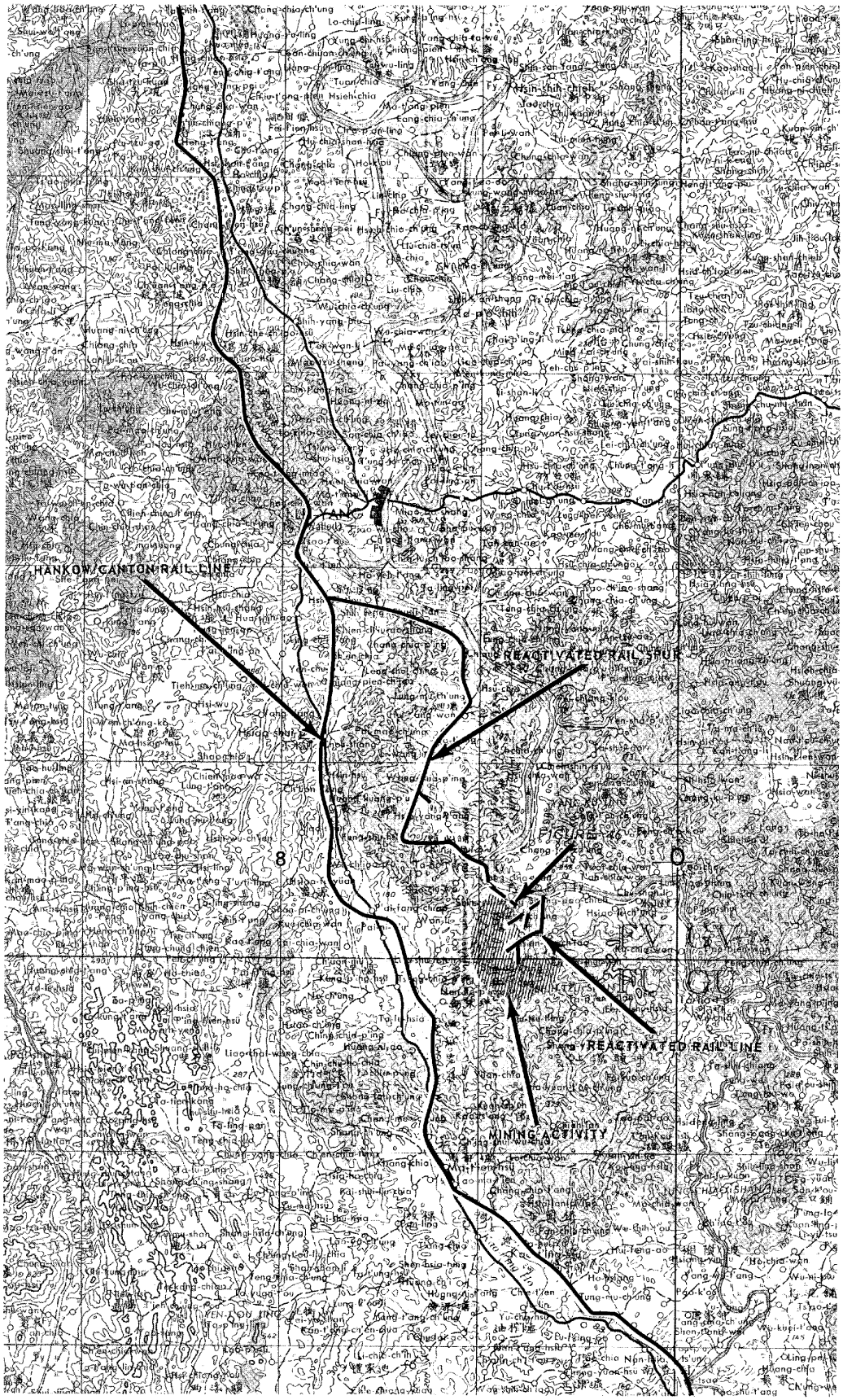


FIGURE 47. REACTIVATED RAIL SPUR ALIGNMENT

ITEM OF INTEREST NO.: 14

SUBJECT : New Rail Facility

LOCATION : Heng-yang, Hunan Province, 26-54N 112-37E

25X1 [redacted]

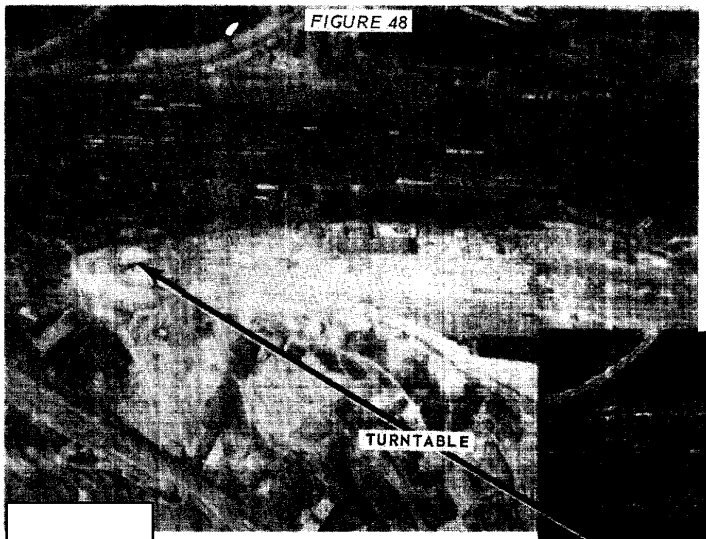
MAP REFERENCE : AMS - Sheet NG49-8, Series L500. Scale 1:250,000
1st Edition, February 1973 (Unclassified)

A new locomotive repair facility has been constructed on the northern edge of Heng-yang, Hunan Province at 26-54N 112-37E. The facility is situated adjacent to the Heng-yang Railroad Yards and Shops East (26-53N 112-37E) which is located on the Hankow/Canton Rail Line (Figure 50).

This facility was first noted on photography [redacted] At that time the installation was in the early stages of construction and a serviceable turntable was evident (Figure 48). 25X1

A multistory, monitor-roofed locomotive repair building with support buildings and associated track appear completed and active on photography [redacted] (Figure 49). This facility will supplement the other locomotive and rolling stock repair facility and the two major rail car repair facilities within the Heng-yang area. Heng-yang serves as the junction for the Hankow/Canton Rail Line and the Heng-yang/P'ing-hsiang Rail Line which serve as direct links from Peiping to Canton and North Vietnam respectively. 25X1

FIGURE 48



[redacted]

25X1

FIGURE 49

[redacted]

25X1

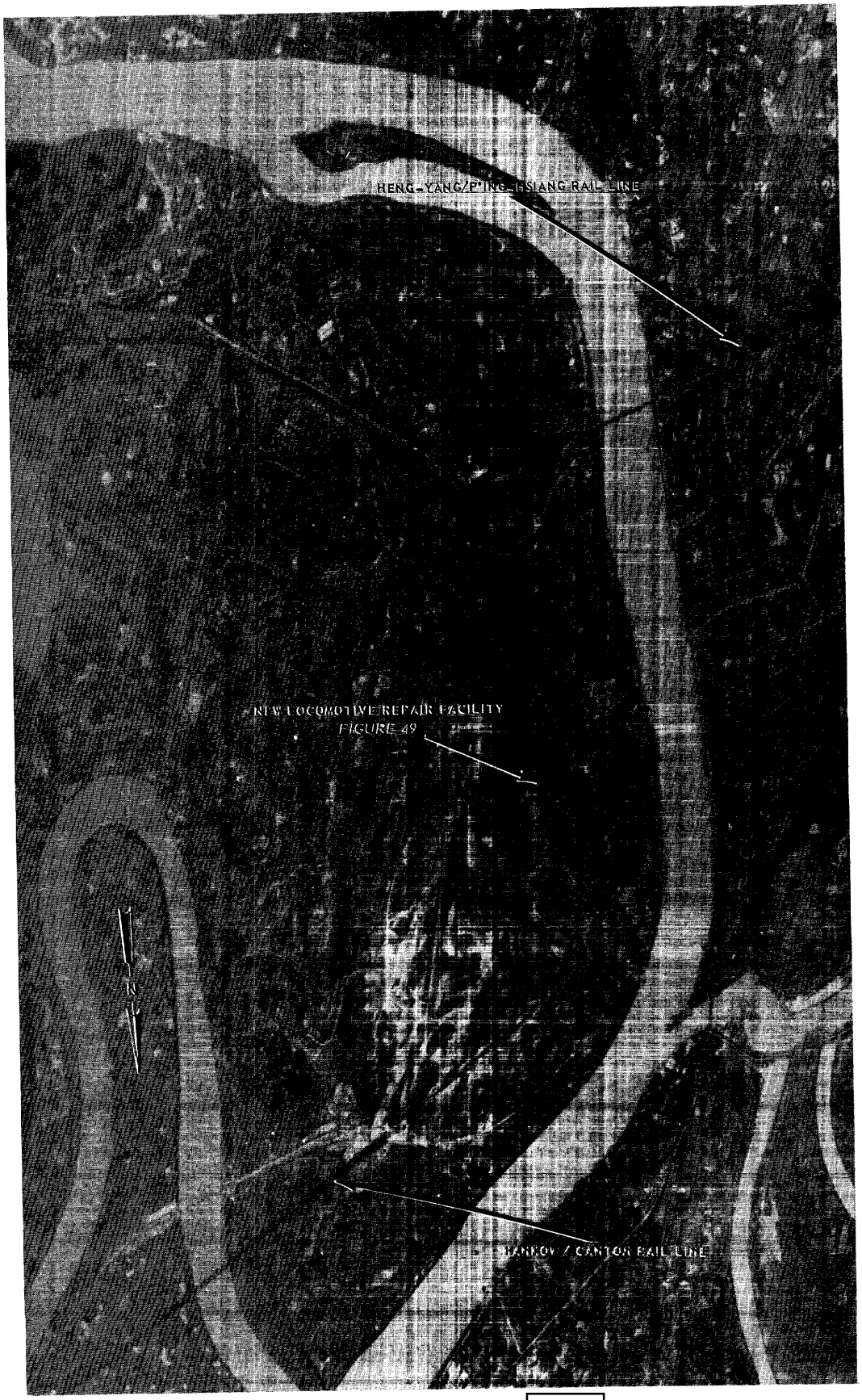


FIGURE 50. NEW RAIL FACILITY, 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 15

SUBJECT : New Rail Facilities and Spurs, Kuei-yang

LOCATION : Kuei-yang, Kweichow Province, 26-34-23N 106-42-37E

MAP REFERENCE : ACIC - USAF Pilotage Chart, Sheet 496B, Scale 1:500,000, 1st Edition, April 195 , (Confidential)

The completion of the Chungking/Kuei-yang Rail Line in and the Kun-ming/Kuei-yang Rail Line partially implemented the Chinese plan to link southwest China by rail and open it to economic development. Kuei-yang, the geographic center and administrative capital of Kweichow Province, has become an important rail transportation center serving these rail lines.

Rail construction in Kuei-yang consists of new spur construction and expansion of existing rail facilities. The areas of recent construction have been numerically annotated in the following text and in Figure 51 to facilitate their description.

1. A 4.2 nm rail segment with a north/south alignment on the west edge of Kuei-yang provides a direct connection between the Chungking/Kuei-yang and Kun-ming/Kuei-yang Rail Lines (Figures 52 and 53).

2. A 0.8 nm spur is under construction from 26-32N 106-40E at the above referenced rail segment to the terminus of an industrial spur at 26-32N 106-41E.

3. The Kuei-yang Railroad Yard (26-30N 106-43E) has undergone a functional change with the construction of new trackage. The facility previously consisted of a 3,400 foot eight-track classification yard and two repair yards totaling six tracks. The facility has been extended to 5,000 feet and now consists of a 14-track hump-type classification yard and an eight-track holding yard (Figures 54,55 and 56,57).

4. A new repair facility has been constructed immediately south of the new yard at 26-30N 106-43E. The facility consists of two repair buildings that will probably be served by a transfer table, and 17 support buildings (Figures 56 and 57).

5. A new storage spur has been constructed leading south from the Kuei-yang/Liu-chou Rail Line to 26-28N 106-45E, 1.2 nm southeast of a petroleum products storage area (Figures 58 and 59).

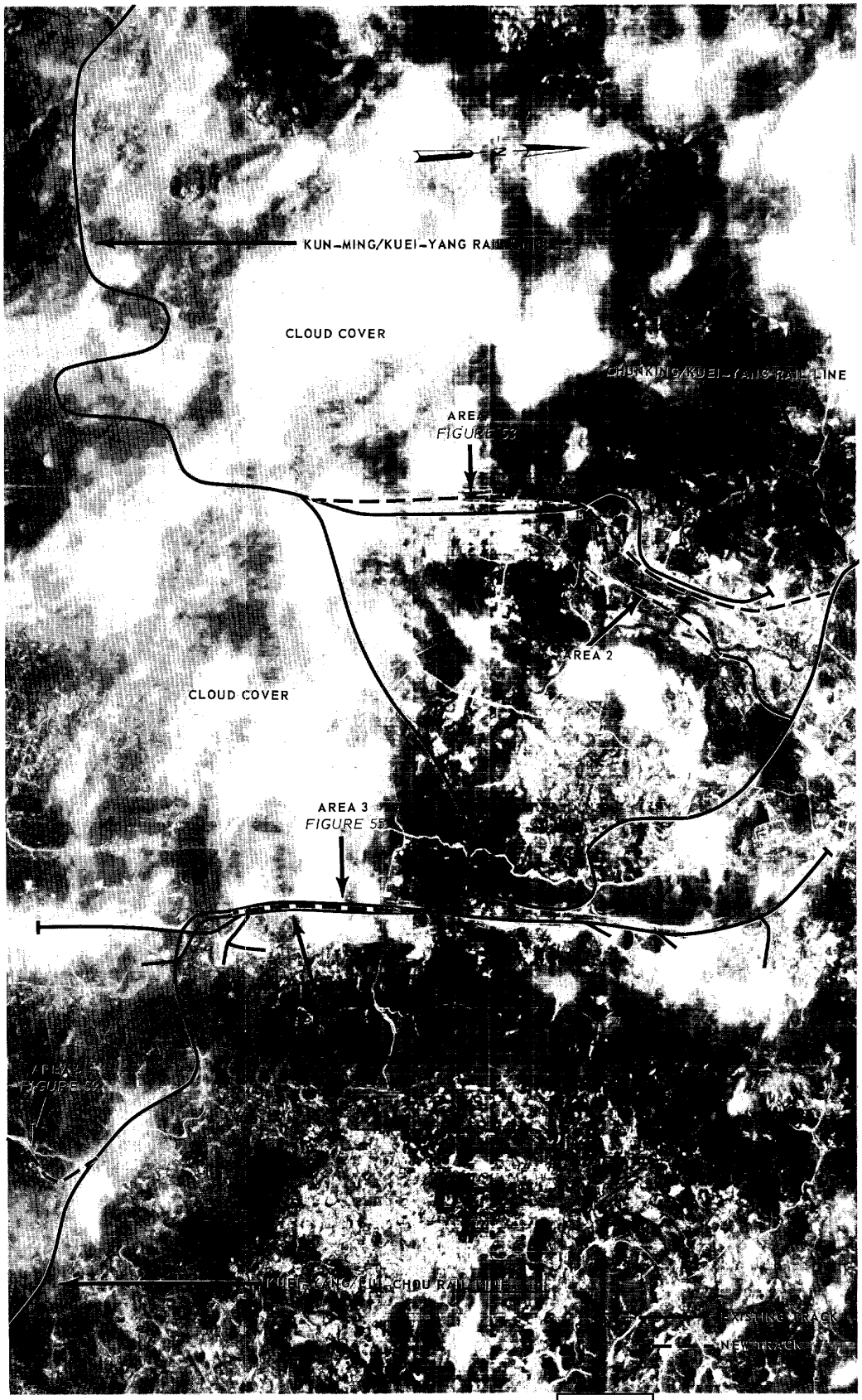
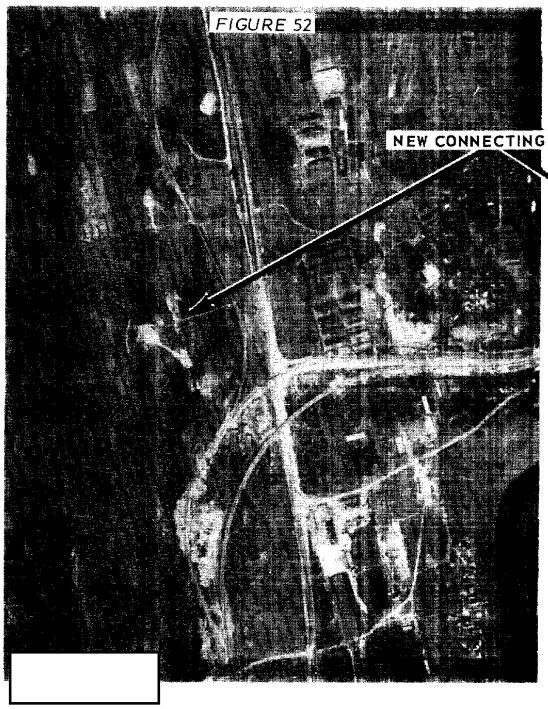


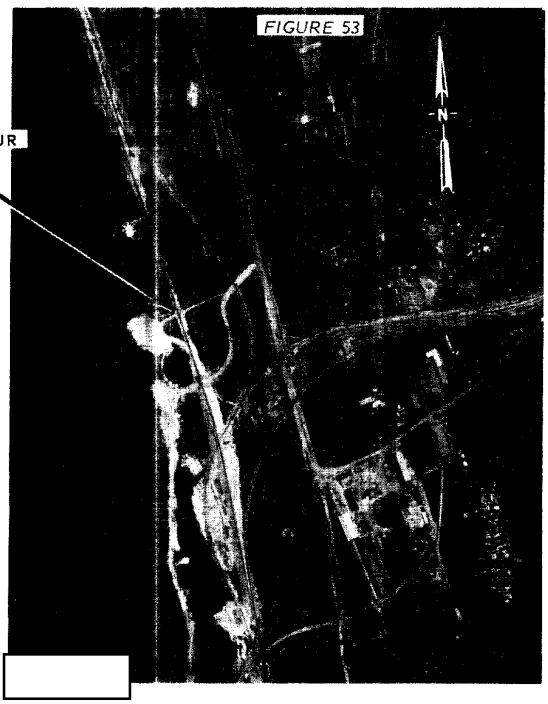
FIGURE 51. RAIL FACILITIES AND SPURS,

FIGURE 52



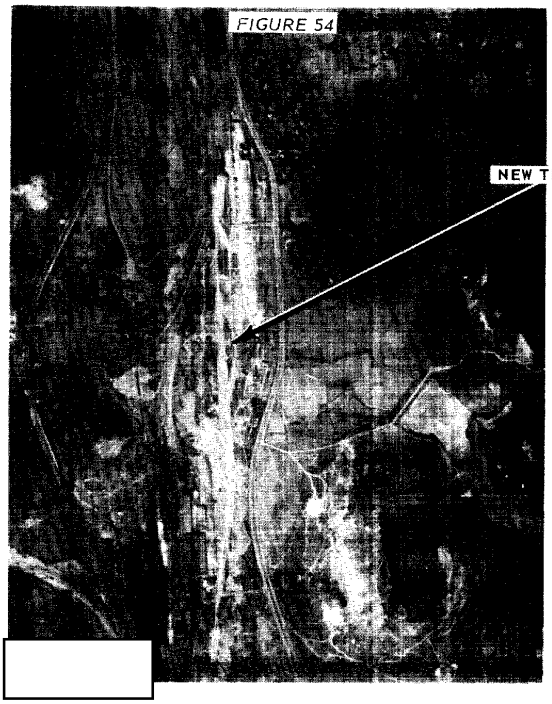
25X1

FIGURE 53



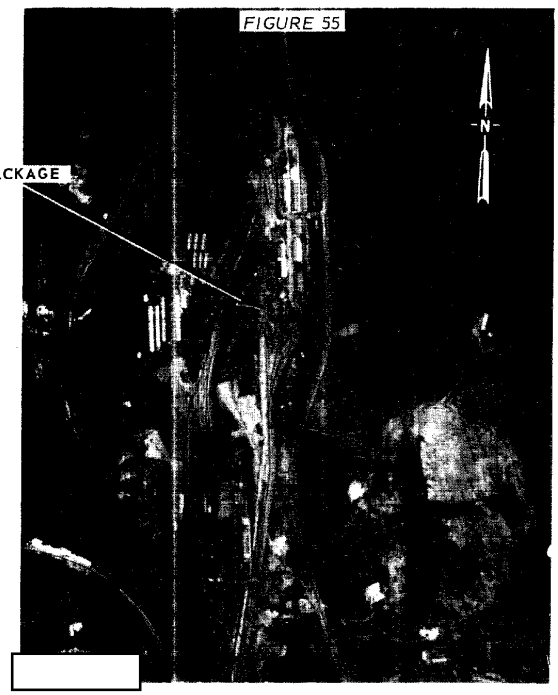
25X1

FIGURE 54



25X1

FIGURE 55



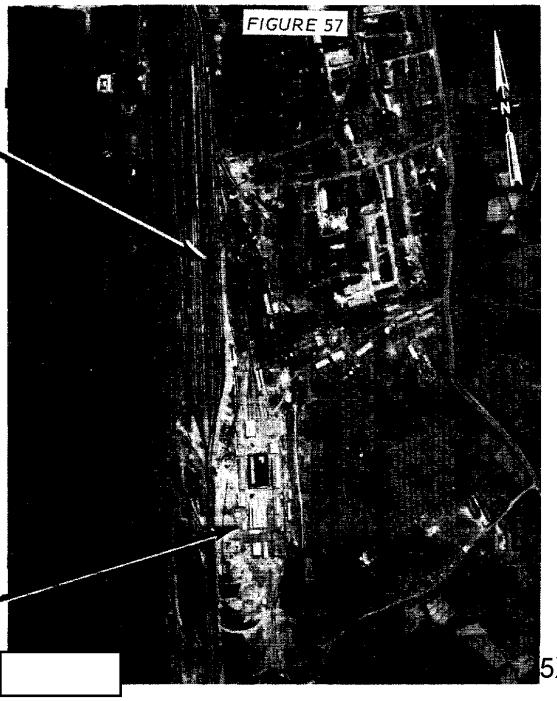
25X1

25X1

FIGURE 56

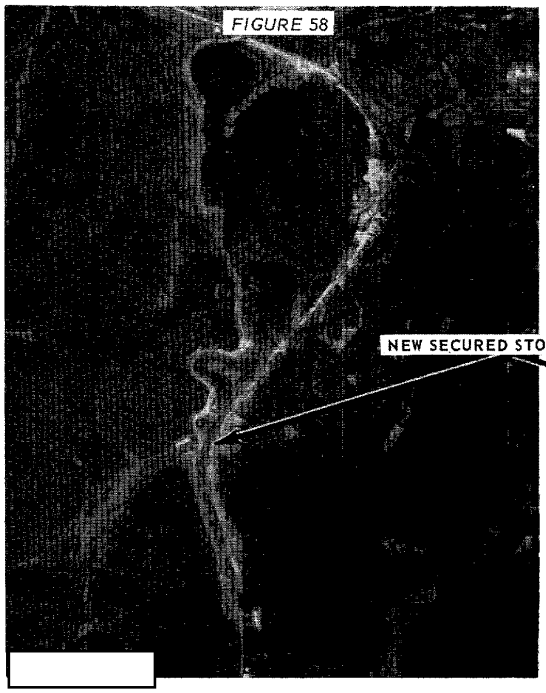
25X1

FIGURE 57



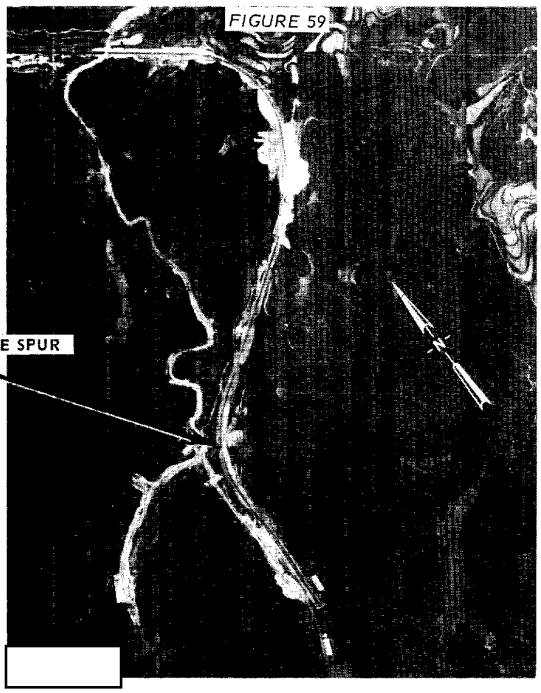
25X1

FIGURE 58



25X1

FIGURE 59



25X1

ITEM OF INTEREST NO.: 16

SUBJECT : New Rail Bridge Under Construction

25X1

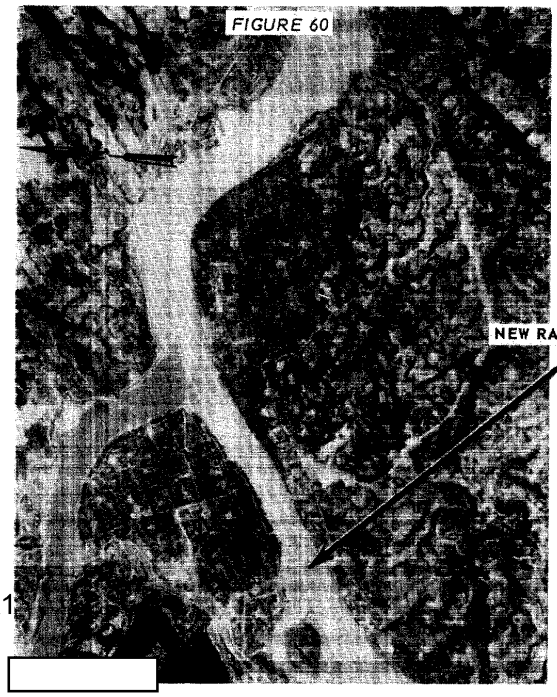
LOCATION : I-pin, Szechwan Province, 28-46-12N 104-36-34E

MAP REFERENCE : AMS - Sheet NH 48-14, Series L500, Scale 1:250,000, 1st Edition, December 1963, (Unclassified)

Comparative photography has disclosed new rail construction extending generally southeast from I-pin, 28-46N 104-36E (Figure 62). The construction consists of a rail bridge in the advanced stage of construction over the Chin-sha Chiang (River) at I-pin (Figures 60 and 61) and initial roadbed construction leading 22.5 nm south-southeast to the vicinity of Su-kan-tang at 28-27N 104-42E. 25X1

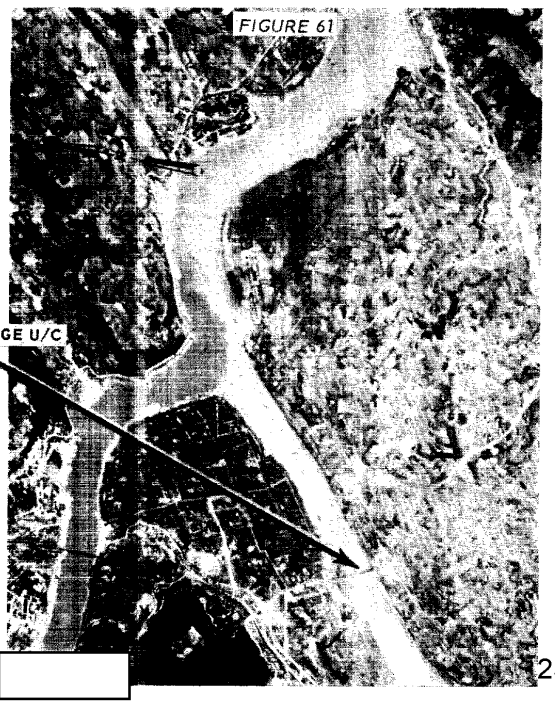
The final terminus of the roadbed alignment could not be determined due to its early stage of construction, and it could not be determined whether this activity represents new construction on the northern segment of the proposed Nei-chiang/Kun-ming Rail Line or merely a short rail line designed to tap the resources of the relatively undeveloped area immediately south of I-pin.

FIGURE 60



25X1

FIGURE 61



25X1

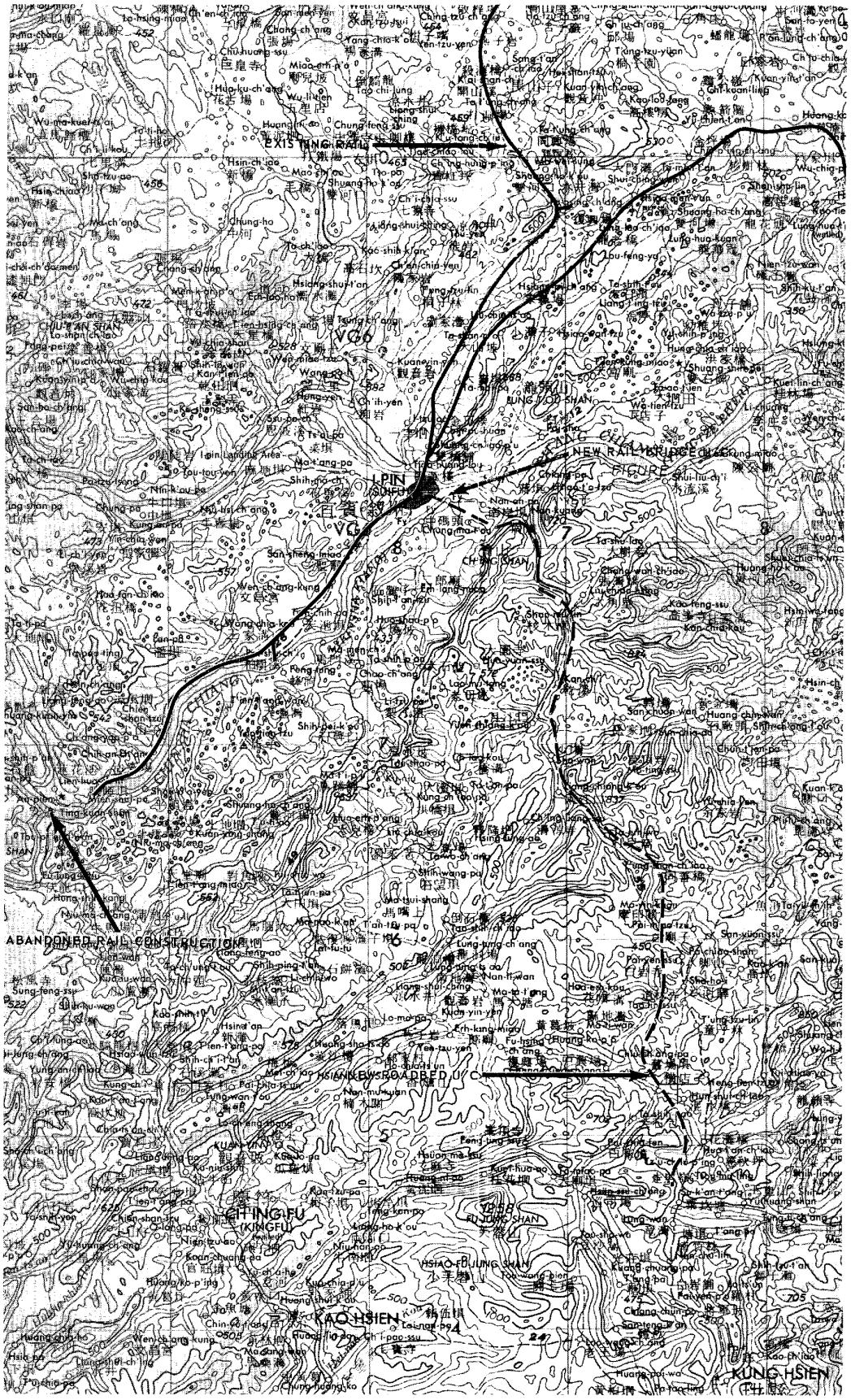


FIGURE 62. NEW ROADBED ALIGNMENT, [redacted] 25X1

ITEM OF INTEREST NO.: 17

25X1 SUBJECT : New Rail and Industrial Construction

LOCATION : Near Kuo-kuo, Szechwan Province, 26-36-20N 101-47-10E

[redacted]

MAP REFERENCE : AMS - Series 1500, Sheet NG 47-8, Scale 1:250,000, 1st Edition, 1954, (Unclassified)

Comparative photography [redacted] discloses continuing construction of a new unidentified industrial complex in southwest China, located approximately 275 nm southwest of Cheng-tu (30-39N 104-04E) and 100 nm north-northwest of Kun-ming (25-02N 102-42E). This activity, including road, rail, bridge, and industrial construction, represents a significant economic development in this remote area. 25X1

The complex, situated along an approximate 12 nm segment of the north bank of the Yangtze River (Chin-sha Chiang) five nm north of Jen-ho-chien (26-30N 101-44E) (Figure 63), consists of three areas of intensive construction centered at 26-36N 101-45E (Figures 64 and 65), 26-34N 101-41E (Figures 66 and 67), and 26-35N 101-35E (Figures 68 and 69).

This new industrial complex will probably be served by a rail spur leading from the nearby Cheng-tu/Kun-ming Rail Line which is currently under construction. A probable rail bridge to be used by this rail spur over the Ya-lung Chiang (River) is currently under construction at 26-36N 101-48E (Figures 70 and 71).

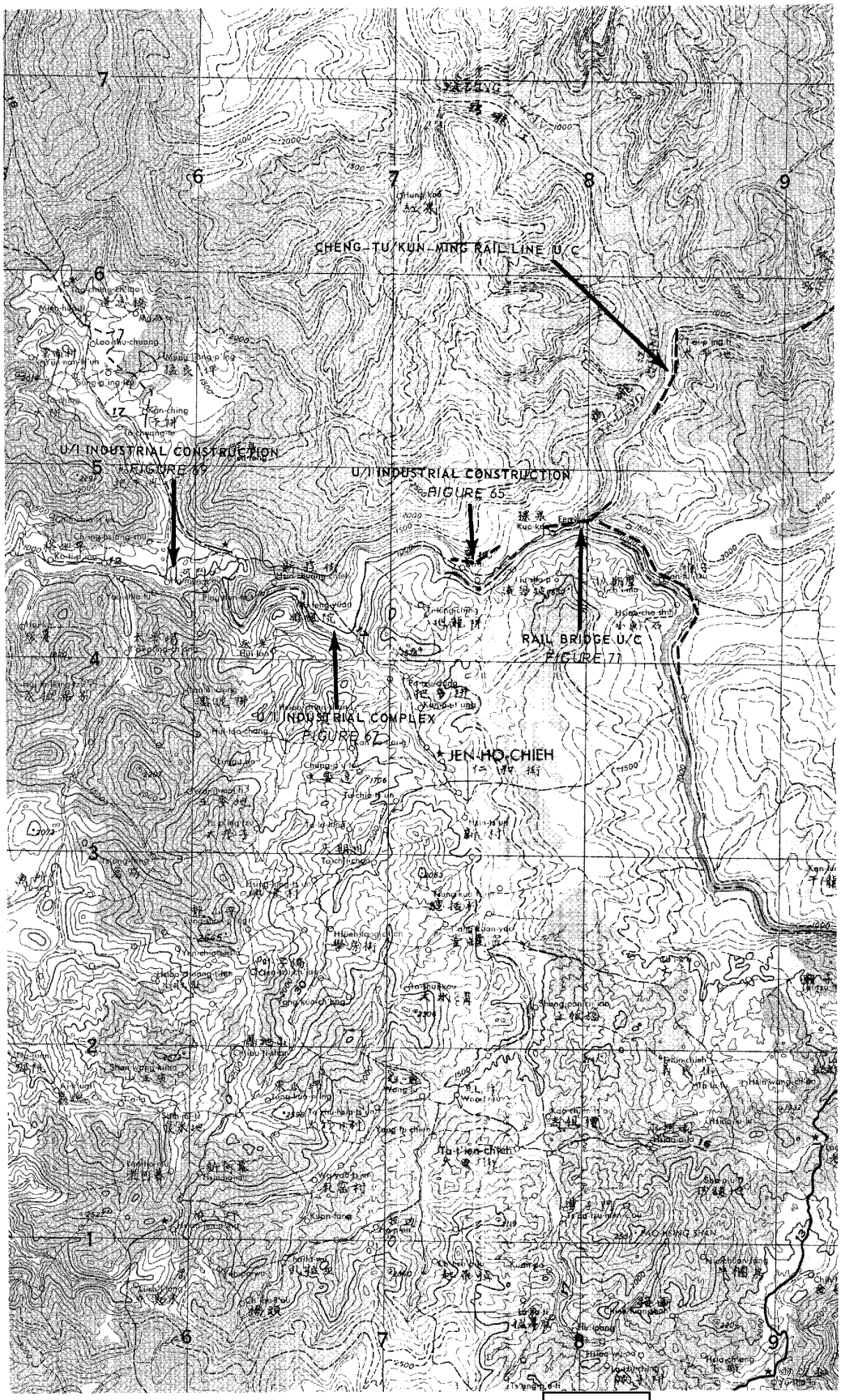
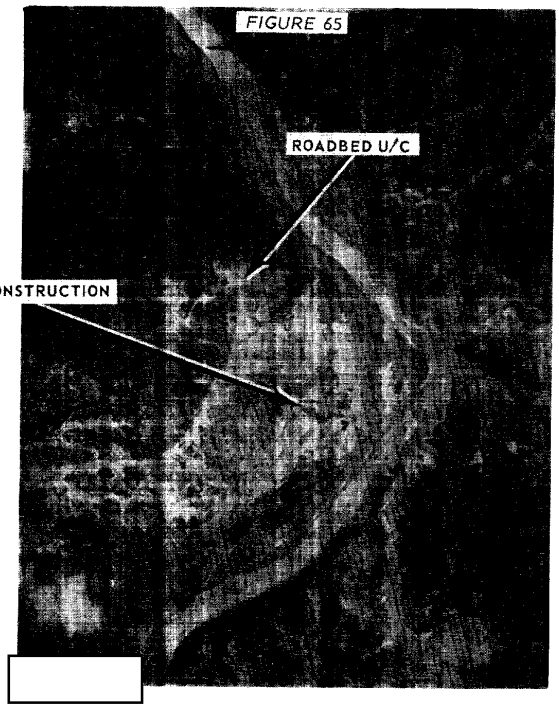


FIGURE 63. RAIL LINE UNDER CONSTRUCTION,

FIGURE 64

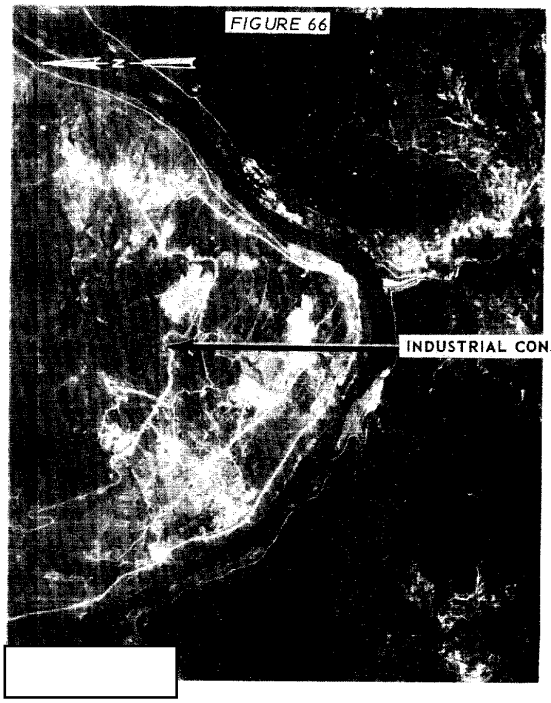
25X1

FIGURE 65



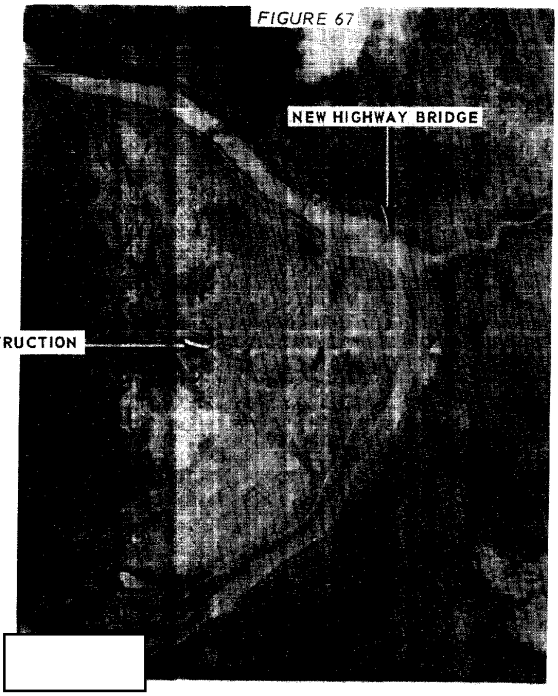
25X1

FIGURE 66



25X1

FIGURE 67



25X1

FIGURE 68

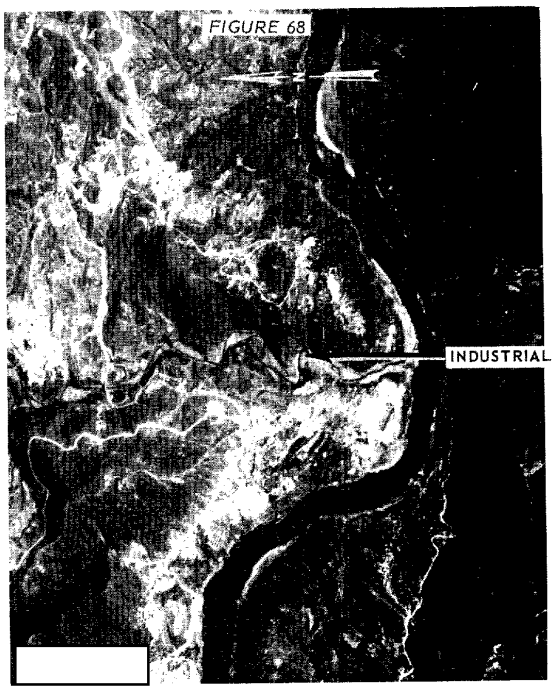


FIGURE 69

25X1

25X1

FIGURE 70

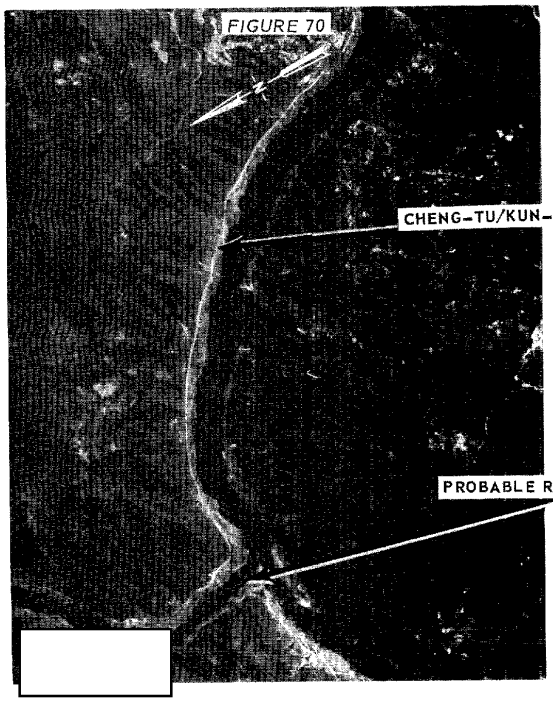
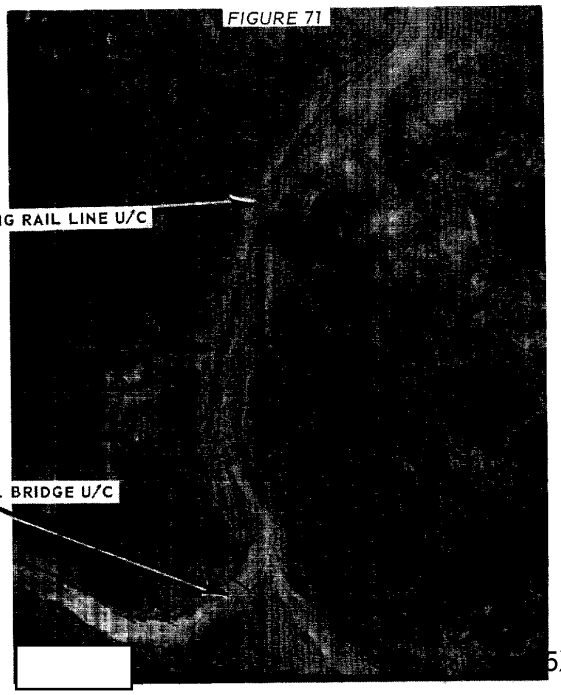


FIGURE 71



25X1 5X1

ITEM OF INTEREST NO.: 18

SUBJECT : New Rail Spur

LOCATION : Kun-ming, Yunnan Province, 25-02-33N 102-42-24E

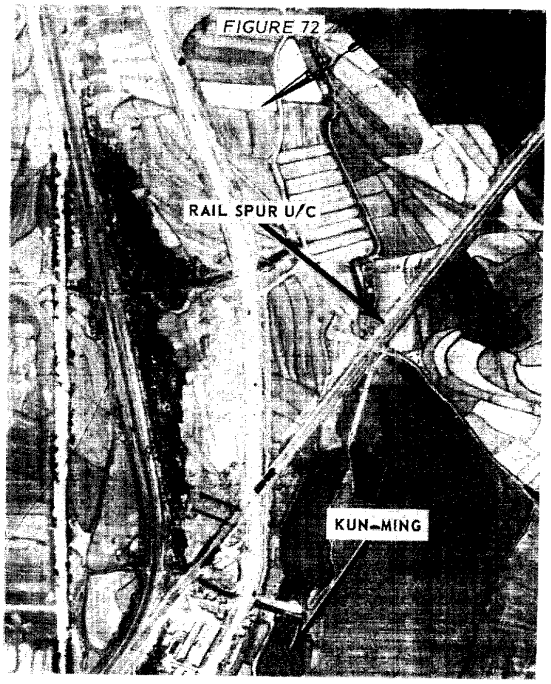
25X1 [redacted]

MAP REFERENCE : ACIC - Series ONC, Sheet H-11, Scale 1:1,000,000
2nd Edition, August 196[illegible]. (Confidential)

A standard gauge rail spur connecting the Kun-ming Rail Complex to a future rail facility along the meter gauge Kun-ming/Lao-Cai (North Vietnam) Rail Line is under construction (Figure 74). The rail facility, which is currently under construction, may be ultimately used to supplement the existing transfer site located in the Kun-ming Rail Complex.

The spur runs 4.5 nm south-southeast from the Kun-ming/Kuei-yang Rail Line at 24-58N 102-47E (Figure 72) to the Kun-ming/Lao-Cai Rail Line at 24-55N 102-49E. The construction, which includes the roadbed, [redacted] and two bridges, has progressed at a moderate pace [redacted] 25X1 25X1

The spur terminates at a rail facility under construction on the Kun-ming/Lao-Cai Rail Line at 24-55N 102-49E (Figure 73). Analysis of the preliminary construction activity indicates the possible construction of a small transloading yard, a holding yard, and two transloading platforms/sheds. This facility is located 2.1 nm east-southeast of the rail served Cheng Kung Supply Depot North (24-56N 102-47E).



IMAGERY ANALYSIS SERVICE

FIGURE 74. NEW RAIL SPUR UNDER CONSTRUCTION, 25X1

IMAGERY ANALYSIS SERVICE

ITEM OF INTEREST NO.: 19

SUBJECT : Transloading/Transshipment Activity

LOCATION : Ping-hsiang Railroad Transloading Yards, Station, and Shops, 22-05-00N 106-44-35E

The Ping-hsiang Railroad Transloading Yards, Station, and Shops (hereafter called the rail complex) have been re-examined in order to determine the current function of the facility (Figure 75). Major conclusions that have been derived are as follows: (1) significant but declining levels of standard (Chinese) gauge to meter (North Vietnamese) gauge transloading activity still occur despite the almost certain presence of "dual" gauge (i.e., combination standard and meter gauge) track extending southward from the rail complex into North Vietnam; (2) the rail complex continues to be an important transshipment area; and (3) significant changes of activity patterns within the rail complex probably reflect North Vietnam's changing foreign trade situation.

The constant presence of North Vietnamese meter gauge rolling stock and the correlation of meter and standard gauge traffic trends within the rail complex's holding yards (Annotation No. 6 and 8, Figure 75) during the past [redacted] 25X1 strongly indicate that rail-to-rail transloading continues within the complex. However, a general decline of meter gauge rail equipment relative to the standard gauge rail equipment may indicate: (1) an increasing reliance on rail-to-road transshipment of southern-bound goods at Ping-hsiang; and/or (2) an increasing number of standard gauge trains continuing southward into North Vietnam on the newly constructed dual gauge track.

High levels of transshipment activity have been noted at the rail-to-road transshipment/transloading area (Annotation No. 14, Figure 75) within the rail complex [redacted] 25X1 numerous trucks have been noted on the loading platforms within the area. It has not been ascertained whether these trucks are being used to load incoming supplies and/or whether they themselves are being off-loaded from adjacent flat cars. The relatively large number of trucks found in open storage areas around the Ping-hsiang area [redacted] 25X1 and the identification of probable vehicles on flat cars within the rail complex during the reporting period indicate that the transshipment of trucks is a very plausible possibility.

Comparison [redacted] 25X1 photography with photography taken during this reporting period indicates that there have been important activity pattern changes within the rail complex during this interval. The current absence of temporarily stored bulk material in the transloading area (Annotation 15, Figure 75) and the large numbers of both freight and passenger cars probably reflects, in part: (1) the absence of minerals flowing northward into China and coking coal flowing southward into North Vietnam; and (2) the need to temporarily store rolling stock until they can utilize the remaining overtaxed rail facilities engaged in processing southward flowing goods.

IMAGERY ANALYSIS SERVICE

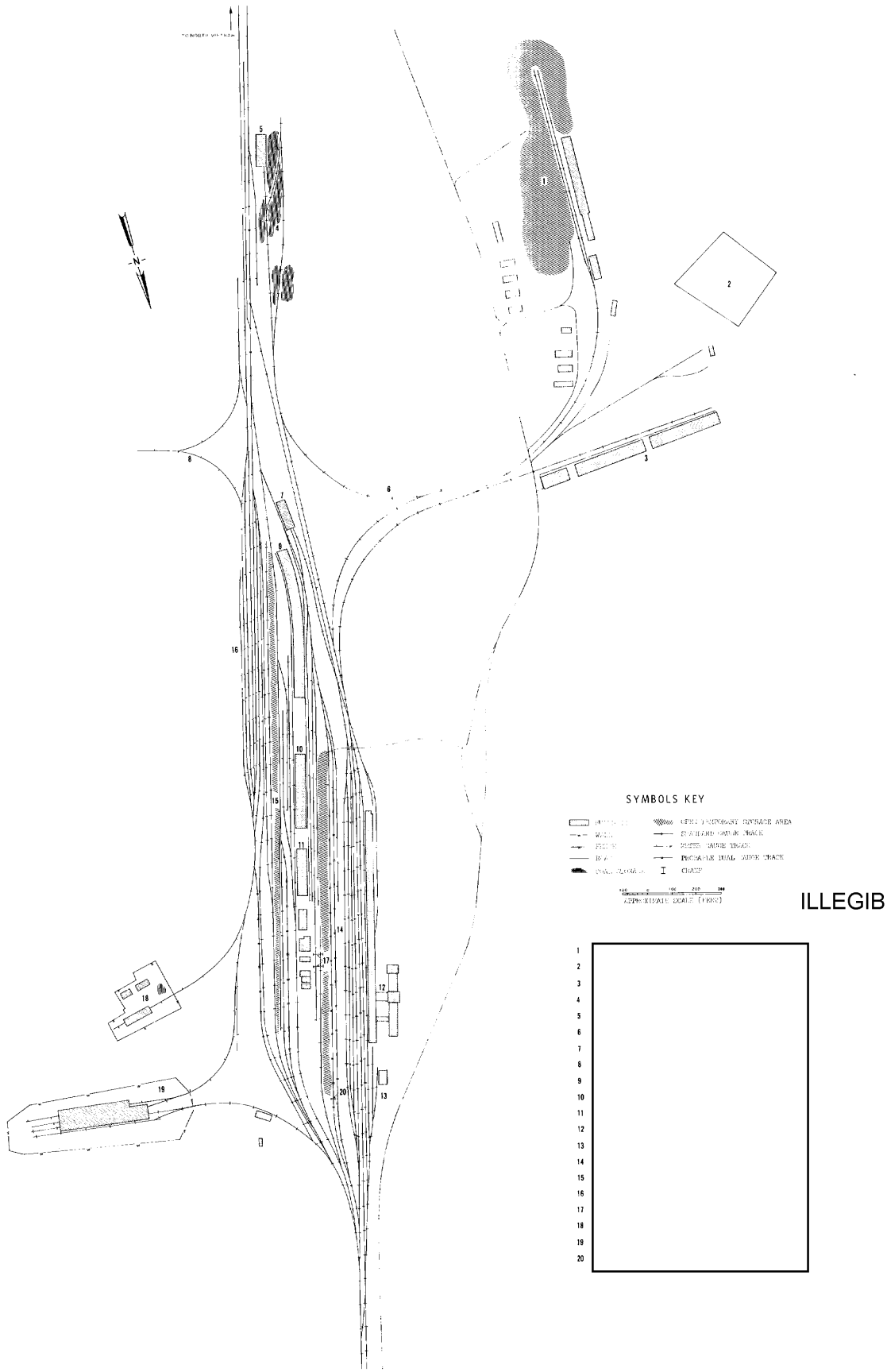


FIGURE 75. PING–HSIANG RAILROAD COMPLEX, 25X1

RAIL YARD TRAFFIC STUDY

A continuing traffic count study of the selected rail yards from Cheng-chou to Ping-hsiang revealed no significant changes in overall traffic levels in the early portion of the reporting period and generally lower levels in those yards which were covered in the late portion of the reporting period. The significance of these lower levels, observed from Wu-han to Heng-yang, is difficult to evaluate due to the lack of photo coverage over the remainder of the yards during that time.

Traffic count data on the selected rail yards are presented in graphs showing freight cars observed in the yard as a percent of capacity. The graphs include data derived from all previous studies which serve as a comparison to indicate the general level of activity.

City	Yard	Type	Capacity	Coordinates	Page
Nan-ning	1	Classification	540	22-49N 108-16E	49
Cheng-chou	1	Freight	980	34-45N 113-39E	50
Cheng-chou	2	Classification	1275	34-46N 113-37E	50
Cheng-chou	3	Classification	2665	34-47N 113-37E	51
Cheng-chou	4	Departure	1090	34-47N 113-37E	51
Cheng-chou	5	Freight	375	34-47N 113-37E	52
Cheng-chou	6	Holding	675	34-46N 113-37E	52
Wu-han	1	Freight	430	30-33N 114-14E	53
Wu-han	3	Freight	1600	30-32N 114-17E	53
Wu-han	4	Classification	800	30-37N 114-18E	54
Wu-han	5	Classification	300	30-31N 114-19E	54
Chu-chou	1	Classification	480	27-52N 113-07E	55
Chu-chou	2	Freight	720	27-50N 113-09E	55
Heng-yang	1	Classification	780	26-53N 112-53E	56
Heng-yang	1	Classification	1120	26-54N 112-37E	56
Heng-yang	2	Classification	970	26-54N 112-37E	57
Heng-yang	3	Freight	160	26-52N 112-35E	57
Liu-chou	1	Freight	215	24-20N 109-24E	58
Liu-chou	2	Classification	570	24-18N 109-22E	58
Liu-chou	3	Classification	1430	24-16N 109-21E	59
Li-tang	1	Classification	585	23-19N 109-08E	59
Li-tang	2	Classification	290	23-19N 109-08E	60
Kuei-lin	1	Freight	440	25-19N 118-17E	60
Ping-hsiang	(See Item 19, page 47)				

Next 10 Page(s) In Document Exempt

Approved For Release 2003/05/15 : CIA-RDP79T00919A000100270001-2

[redacted]